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The Kenton Connection: Establishing a Route between Kenton and the 40-mile Loop Trail

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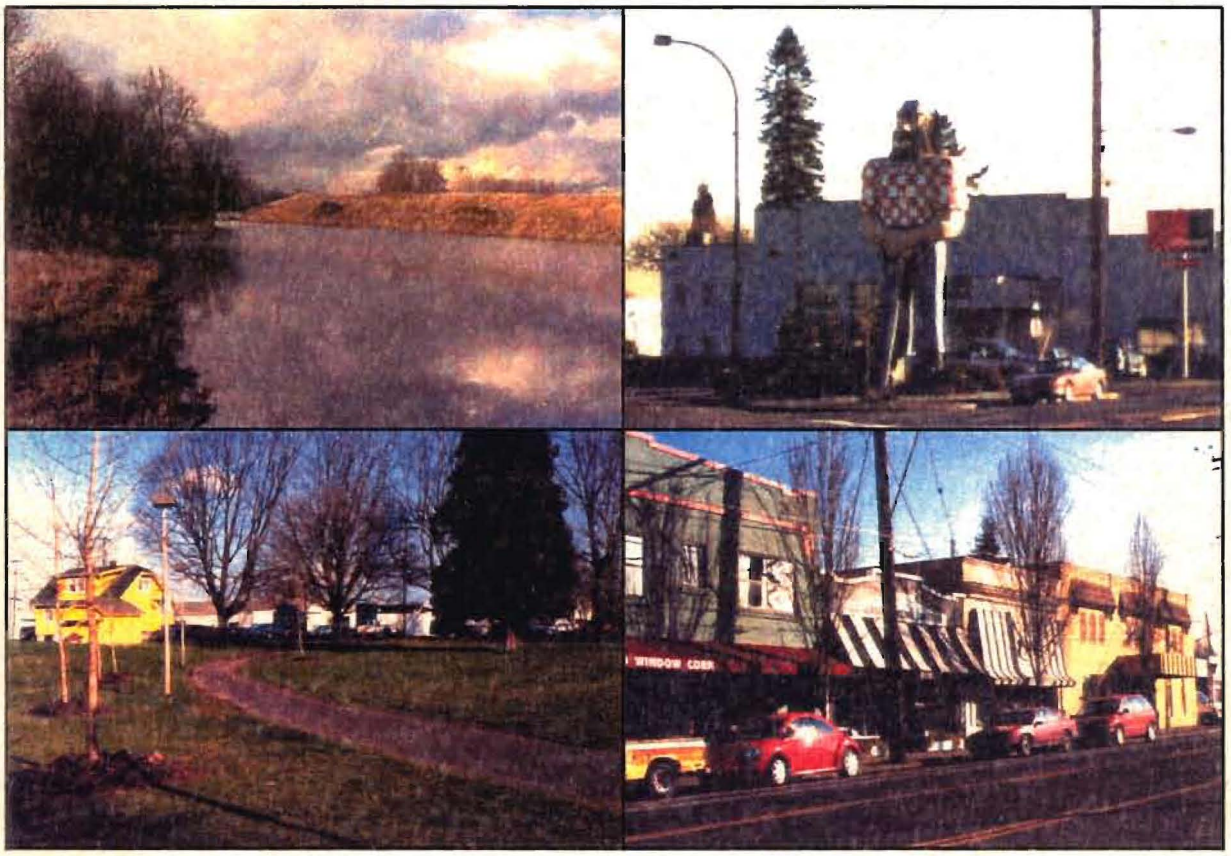

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Presented by Confluence Consulting

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♦ *Planning Workshop Explanatory Statement*

The Planning Workshop, in the Master of Urban and Regional Planning (MURP) program at Portland State University, provides students with professional planning experience. In teams, students develop consulting contracts with clients for planning services that address regional interests and their own personal and professional interests. The Workshop provides experience in planning for constructive social and environmental change, while considering the planner's ethical responsibility to serve the public interest. The Kenton Connection is from the Planning Workshop class of 1999-2000.

♦ *Acknowledgments*

Confluence Consulting would like to thank the Kenton Action Plan, 40-Mile Loop Land Trust, City of Portland Office of Transportation, Bureau of Parks and Recreation, the Portland Development Commission, Portland State University Professors Deborah Howe and Connie Ozawa, and the community members of Kenton for their support, time and resources in the development of this plan.

♦ *Kenton Connection Advisory Committee*

Pam Arden, 40-Mile Loop Land Trust
David Eatwell, Kenton Action Plan
Bill Hoffman, Portland Office of Transportation
John Southgate, Portland Development Commission
Dawn Uchiyama, Portland Bureau of Parks and Recreation

EXECUTIVE SUMMARY

The Kenton Connection is a proposed trail in the North Portland neighborhood of Kenton, connecting the future Interstate MAX light rail station in downtown Kenton to the 40-Mile Loop.

The 40-Mile Loop was first proposed in 1903 and conceived as a greenway trail encircling the City of Portland. Although currently incomplete, significant portions of the trail exist with more portions slated for completion in the near future. The 40-Mile Loop offers Portland residents recreational and educational opportunities and access to scenic open space areas throughout Portland, the Columbia River corridor, and the Willamette River. Linking the Kenton MAX station with the 40-Mile Loop would give Portland and Kenton residents convenient access to various activities along the Columbia Slough, including areas for hiking, biking, bird watching, fishing, and a proposed small-craft boat launch.

Confluence Consulting worked with a five member advisory committee, with members from Portland agencies and organizations, to assist in developing trail route alternatives. Confluence Consulting also conducted public outreach and education in the Kenton neighborhood to assess residents' preferences on route alignments and trailside amenities. Additionally, businesses and industries in the area were contacted and queried about their concerns and preferences for a connection.

Based on neighborhood input and the advice of the advisory committee, Confluence Consulting is recommending that the project be completed in two phases. Phase I will be a direct link from the Interstate MAX light rail station to the 40-Mile Loop using Denver Avenue. Phase II consists of a route completing a loop back to the station via Peninsular to Argyle Way. Using a two-phase route to connect downtown Kenton and the Interstate MAX light rail station to the 40-Mile Loop would give more residents access to the 40-Mile Loop, Columbia Slough, and Kenton Park.

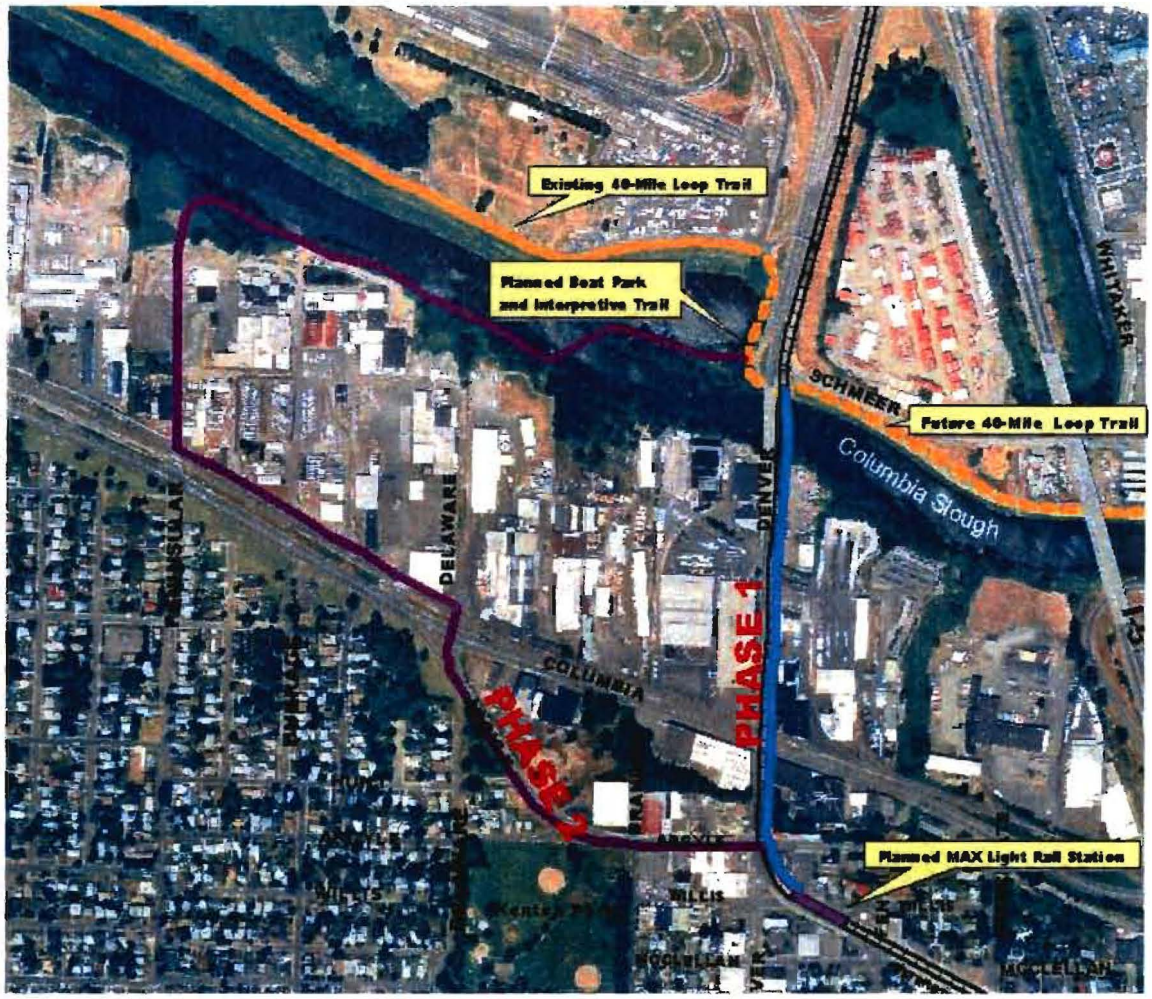

Figure 1: Kenton Connection Recommended Route

The next step to complete the Kenton Connection trail is to work with Tri-Met and the Portland Department of Transportation, ensuring a high quality, safe pedestrian/bicycle facility is designed as they finalize the MAX project design, an appropriate point for proposing Phase I. Phase II will involve on-going discussions with residents, businesses and city agencies as to the exact location of a trail and how to finance its design and construction. The Phase II connection could be completed at a later time in conjunction with various pedestrian improvements in the neighborhood and neighborhood interest.

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INTRODUCTION

The Kenton Connection project researched the possibility of establishing a multi-use trail connecting downtown Kenton and the MAX station to the 40-Mile Loop along the Columbia Slough. The Kenton neighborhood in North Portland is centered around a historic commercial area containing a number of small stores and restaurants. Downtown Kenton has an active pedestrian environment, but lacks adequate pedestrian access to the nearby Columbia Slough and its associated recreational activities.

Kenton is defined as the area north of Lombard, south of the Columbia River, east of Chautauqua, and west of I-5. Originally a company town for the Swift Meat Packing Company, it consists primarily of single-family houses surrounding Denver Avenue. The neighborhood has been undergoing gentrification in the last few years and is in the process of obtaining urban renewal funding for redevelopment and improvements in the downtown area.

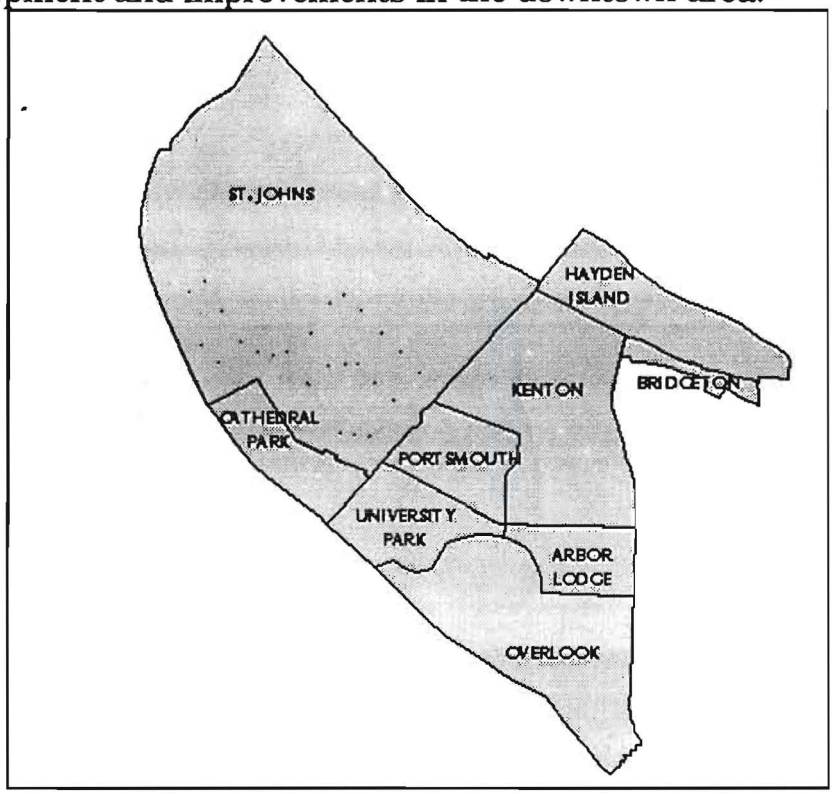


Figure 2: North Portland neighborhoods

The corner of Interstate and Denver Avenues in downtown Kenton is slated to be a station on the Interstate MAX light rail line. Many pedestrian improvements are planned for the neighborhood in conjunction with the building of the MAX station. Presently access to the Columbia Slough and 40-Mile Loop is difficult for pedestrians. Narrow sidewalks, heavy traffic and few signaled crosswalks inhibit pedestrian confidence and limit use of the Columbia Slough and the 40-Mile Loop.

The purpose and goal of this project is to research and recommend an appropriate route for a multi-use trail connecting downtown Kenton and the future MAX station to the Columbia Slough and 40-Mile Loop. Related objectives are enhancing the pedestrian environment of the neighborhood and providing a convenient and safe linkage to the 40-Mile Loop from downtown Kenton. The project group achieved this by examining various route alignment options in the neighborhood and by obtaining residents' input on route location and trail amenities. Opportunities and constraints were assessed for each route and for compatibility with the objectives. The recommendations stem from these criteria.

In conjunction with downtown Kenton's revitalization and MAX station construction, the Kenton Connection trail would be a timely and appropriate addition to the area. Not only would Kenton residents be gaining improved access to natural resources, but also residents of other Portland neighborhoods would benefit from being able to ride the MAX light Rail to the Kenton station and walk along a multi-use trail to the Columbia Slough or 40-Mile Loop. The 40-Mile Loop has become a regional attraction for the Portland area and a connection from public transit to the 40-Mile Loop would be an amenity for many city residents.

The project was advised by a committee made up of individuals working for Portland agencies and organizations that have an interest in the Kenton neighborhood, Columbia Slough, or the 40-Mile Loop. The committee was actively involved throughout the process of identifying routes, and provided invaluable insight into the complexities surrounding the trail planning process.

BACKGROUND

♦ *History of the 40-Mile Loop*

The 40-Mile Loop is a regional trail that runs throughout Multnomah County. Once completed, the 40-Mile Loop will run from Kelly Point Park, east along the Columbia River to Troutdale, south to Gresham, west along the Springwater Corridor, and north along the west side of the Willamette River, returning to Kelly Point Park. The Columbia Slough segment of the 40-Mile Loop is accessible to the Kenton neighborhood, which is adjacent to the Columbia Slough.

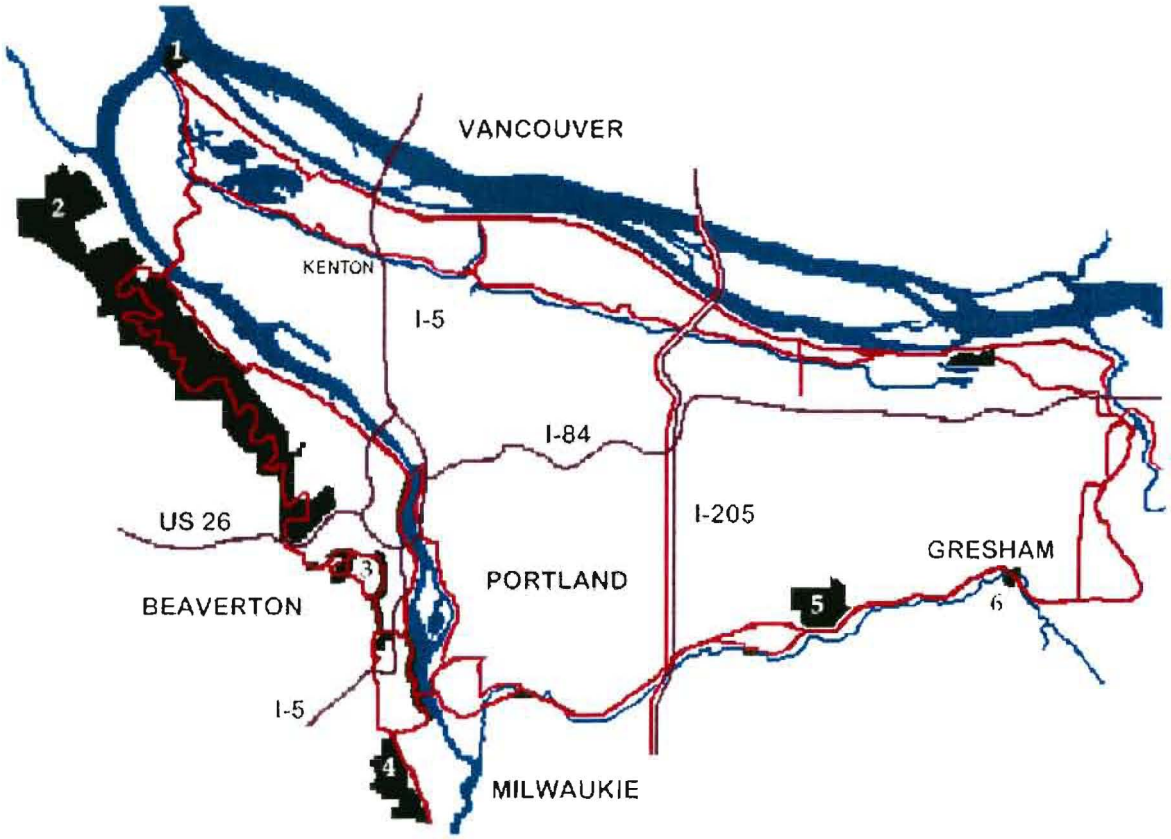


Figure 3: Planned route of the 40-Mile Loop (in red).

The 40-Mile Loop is a combination of old and new trails and was originally conceived as part of the Lewis and Clark Exposition of 1903. Proposed as a continuous belt of greenways around

Portland's central business district and the West Hills, the 40-Mile Loop was originally received by the City Council with great enthusiasm. Land acquisition for the trail was started during this time, but was soon delayed because east side council members resisted the idea of another park system on the west side of the Willamette River. Although voters had approved $1 million to be spent on the planned greenway in 1907, the money was diverted for developing existing parks instead.

Rapid population growth and expansion of city boundaries in the early decades of the century pushed aside completion of the 40-Mile Loop. Nevertheless, interest and plans in completing the trail have persisted over the course of the century, and by 1980 this interest warranted the creation of the non-profit 40-Mile Loop Land Trust.

In 1983, the 40-Mile Loop Master Plan was completed by the consulting firm of David Evans and Associates describing a network of over 140 miles of trails connecting more than 30 parks throughout Multnomah County. The Master Plan states that one purpose of the 40-Mile Loop is to, "connect neighborhoods to parks and activity centers through scenic and natural corridors that exist along the route... Further, neighborhoods and communities shall have access to the 40-Mile Loop."

Since completion of the Master Plan, construction of the 40-Mle Loop has been undertaken in bits and pieces, as land becomes available. In recent times, large sections were completed with the openings of trails through Powell Butte, Smith and Bybee Lakes, and the Springwater Corridor.

Even though the 40-Mile Loop is incomplete, it still serves the important purpose of connecting neighborhoods to parks, open spaces and activity centers throughout Multnomah County. When completed, hikers, cyclists, and pedestrians will be able to travel from downtown Portland to the furthest eastern reaches of the county, accessing the many natural resource areas in the Portland area.

♦ *Connecting Kenton*

The Columbia Slough section of the 40-Mile Loop will run from Kelly Point Park, along the Columbia Slough to the west end of the airport. In North Portland, the 40-Mile Loop is being completed along both Marine Drive and the Columbia Slough. The Kenton Connection trail would give Kenton the opportunity to connect to the Columbia Slough section of the 40-Mile Loop.

Many Kenton residents view the 40-Mile Loop and Columbia Slough as an important recreational resource for the area. The 1993 Kenton Neighborhood Plan's vision statement for the neighborhood includes a reference to the idea of connecting to the Columbia Slough, stating that:

> "A bike and pedestrian path (would) allow Kenton residents to reach the Columbia Slough where a boat rental shop (could) be operated by Portland Bureau of Parks. Kenton's children, through the local school, (could) take advantage of the educational opportunities offered by the neighborhood's proximity and easy access to the Columbia Slough Urban Wildlife Area."

The Plan also calls for the area north of Columbia Boulevard to be a recreational and economic resource for Kenton. A larger city plan for the area, the Albina Community Plan, contains a map showing a pedestrian bridge across the Slough at Peninsular.

The section of the 40-Mile Loop from Denver Avenue to Vancouver Avenue will be completed by the City of Portland, Bureau of Environmental Services (BES) and Tri-Met when land for the trail becomes available. Planned with the construction of the Columbia Slough section is an interpretive trail and a small-craft boat launch located just west of Denver Avenue on the Simpson Cove peninsula.

♦ *History of Kenton*

Kenton has its origins as a company town for Swift and Company, a meatpacking plant based in Chicago. Prior to 1906, the meat industry in Portland was independently operated by local neighborhood businesses. Occasionally, several butchers would consolidate to form a company. In 1906, Swift and Company purchased Union Meat Company, although locally they retained the original name. Two years later Swift purchased 3,400 acres of land along the Columbia River to build a new meat packing plant and stockyards. As was a contemporary procedure, the company also bought up adjacent land, building homes and marketing it to their employees as convenient housing. Swift and Company wanted to name the new subdivision Kenwood, but the name was already in use elsewhere in Oregon, so the company settled for Kenton.

The area along the Columbia Slough, then known as North Portland Harbor, exploded with development when the North Bank Railroad Bridge was completed in 1907. In June 1909, Dyer and Company opened the 40-room Kenton Hotel at the corner of Denver and Argyle to provide lodging and meals for visiting cattlemen. A couple of months later, the Kenton Bank opened, and the Kenwood Construction Company had 10 new buildings under construction. Kenton was booming. Laborers tended to live in single story, frame houses west of Denver, while company executives lived in the cement block homes on or east of Denver that are characteristic of the neighborhood today.

By 1911, there were no fewer than 12 major manufacturing firms in the area, making it second only to the adjacent neighborhood of St. Johns as a regional manufacturing center. Swift and Company, with ownership of Union Meat Company; Portland Union Stockyards; Portland Cattle Loan Company; Columbia Basin Warehouse; and Kenton Traction Company as ancillary businesses, employed over 1,500 people. With such vast and comprehensive holdings, Swift and Company quickly cornered the primary livestock market of the Pacific Northwest and held considerable influence over community activity through its ownership of key businesses such as the local trolley line, bank, and construction company.

Based on City of Portland population predictions, significant public improvements were made in the district in the early 1910s. The

commercial center of the community grew up around the trolley tracks of the Kenton Traction Company which opened in 1909 and connected residents to downtown Portland via the Mississippi and Williams line - a 30 minute commute time. Electricity was installed in the neighborhood, streets were paved, and Lombard Boulevard was continued east from the neighborhood of St. Johns. A fire station, school, and church were also built to meet the needs of the community.

By World War II, Kenton was the second largest city in Oregon, with more than 1,500 meatpackers, 75,000 shipbuilders, and their families. Vanport, the largest shipbuilding town in the Pacific Northwest, was located within the present day boundaries of the Kenton neighborhood. The neighborhood declined after World War II due to several factors. The meat packing plant closed as changes in the use of rail freight for meat distribution occurred across the U.S., bringing economic recession to the neighborhood. The Vanport flood of 1948 severely damaged parts of the neighborhood that never recovered. Construction of the interstate, I-5, further exacerbated problems by removing traffic and the associated customers from Denver Avenue businesses. This collection of events all affected the economic atmosphere in the neighborhood, sapping much of the vitality of downtown Kenton.

Figure 4: Aftermath of the Vanport flood in Kenton.

♦ *Current Conditions in Kenton*

Downtown Kenton, fronting on Denver Avenue, consists primarily of storefronts containing a variety of businesses, such as locally run corner stores and coffee shops, a bank, and several bars. Denver Avenue functions like an old town main street with buildings close to and oriented towards the sidewalks. The City of Portland has designated this area as a Design (d) Overlay Zone to promote the conservation, enhancement, and continued vitality of the neighborhood.

Figure 5: Denver Avenue streetscape

The residential area of Kenton is primarily single-family residences, with 83% of the housing consisting of detached units. Home ownership in the neighborhood has remained stable over the last several years, with 60% of the units in the neighborhood owner-occupied. Some new housing has been built in the neighborhood, shown by a 6% increase in housing units.

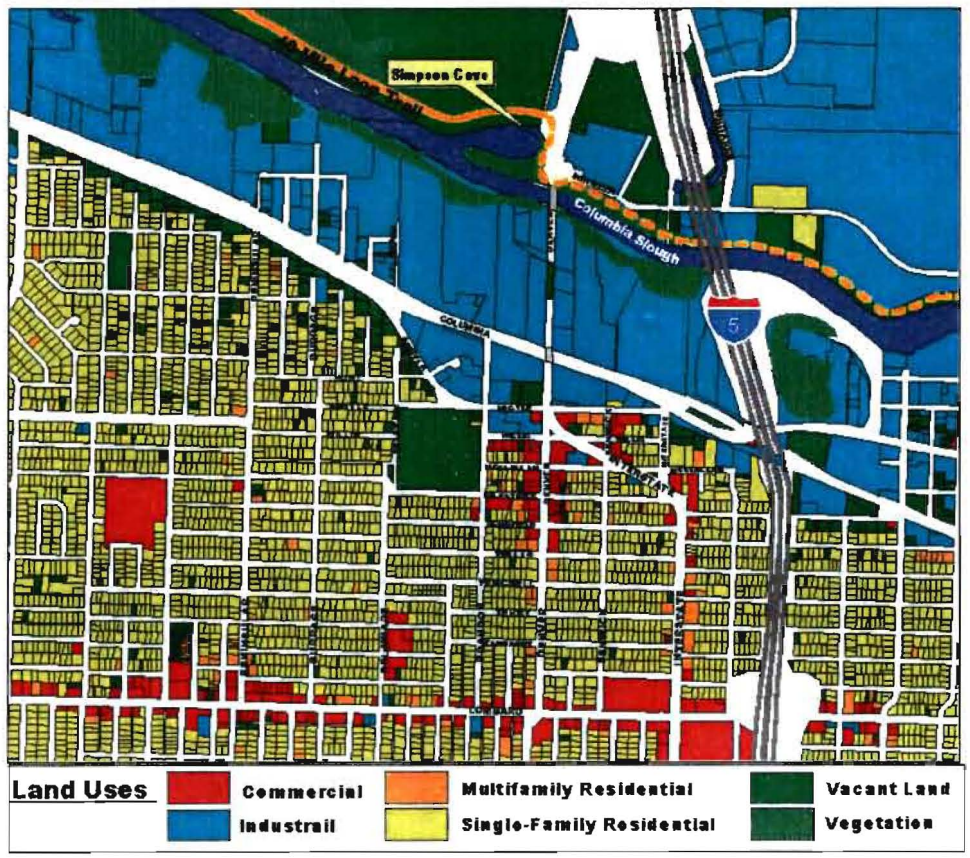


Figure 6: Land uses in Kenton

The main type of land use north of Columbia Boulevard to the edge of the Slough is industrial. The area is dominated by several medium sized manufacturing businesses, with some smaller companies and types of uses. The south side of Columbia Boulevard has many vacant lots serving to buffer Kenton's residential area from the high truck traffic on Columbia Boulevard and the industrial uses on the north side of Columbia Boulevard. Kenton remains an area of mixed use-with distinct residential, business, and industrial areas, uses that are unlikely to change in the next several years.

♦ *Planning Context*

Albina Community Plan

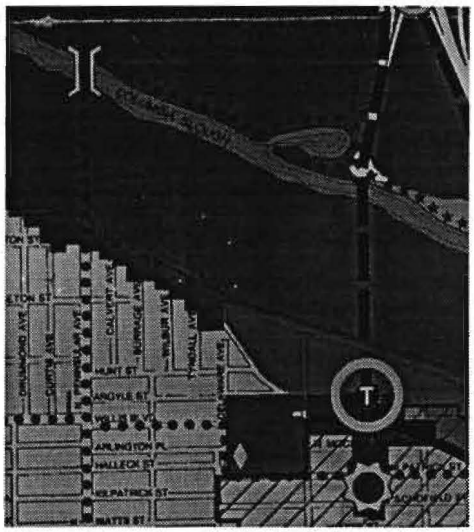


Figure 7: Albina Community Plan map

The Albina Community Plan, adopted by City Council in July 1993, created a framework of land use, transportation, and public service strategies to address the livability of North and Northeast Portland. The Plan emphasizes the significance of the Columbia Slough, improved connections to the 40-Mile Loop, and linking green and open space to create corridors for wildlife. Policy C, Objective 8 also links the presence of green spaces with enhanced recreational and residential values of properties. The Plan's Concept Map identifies the interpretive trail on Simpson Cove peninsula and a pedestrian and/or bikeway crossing the Columbia Slough at Peninsular Avenue, connecting to the 40-Mile Loop.

Interstate Urban Renewal

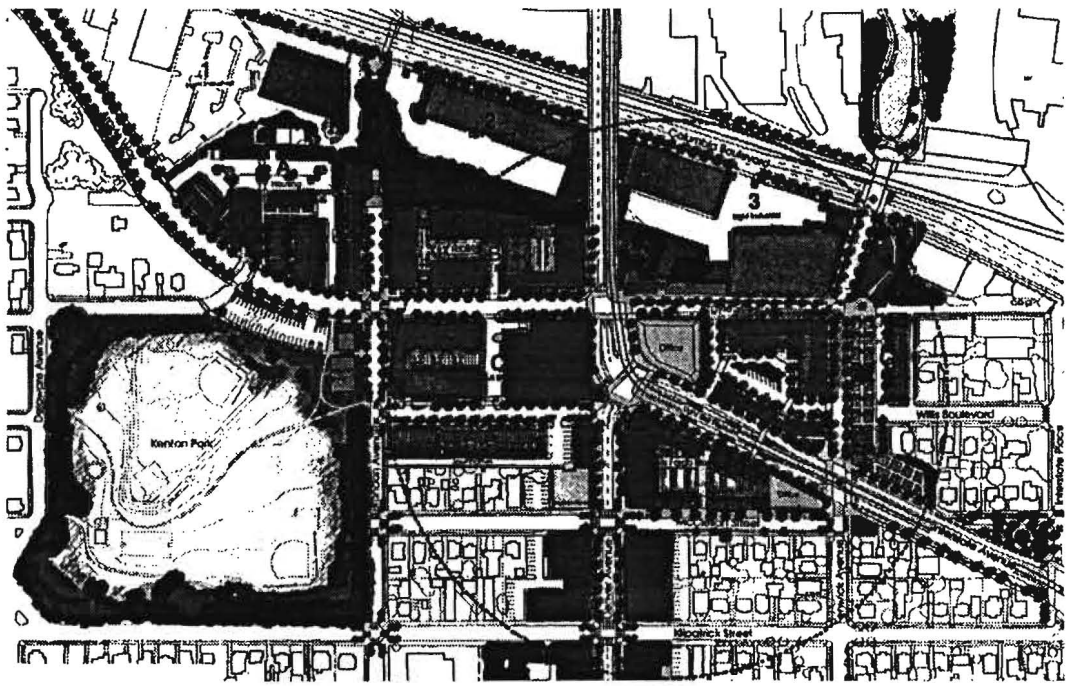


Figure 8: Vision of Kenton's redevelopment as drawn by Crandall Arambula, P.C.

One component of the plan is the need for an "anchor catalyst" in Kenton's downtown. An anchor catalyst is land-use, such as a light rail station and associated retail stores, that draws in consumers from the entire region. Along with constructing an anchor catalyst, the plan calls for creating a "neighborhood hub" defined by main-street retail, local office uses, restaurants, enhanced pedestrian environment, and retail uses with historical linkages.

Interstate MAX

Interstate MAX will run from the Rose Quarter Transit Center north on Interstate Avenue to the intersection with Denver Avenue, where it will continue north on Denver Avenue to the Expo Center. This is the most recent addition to the regional light rail network and will serve as a major transportation corridor with possible future extension to Vancouver, Washington. A light rail station is planned for the northeastern corner of Kenton's historic downtown (See Figure 9).

Figure 9: Tri-Met's conceptual drawing of the Kenton MAX station.

As part of the enhancements to the pedestrian environment, the intersection at Interstate and Denver will be reconstructed to ease pedestrian access to the light rail station. It would be appropriate

timing with the reconstruction project and pedestrian improvements in the neighborhood to build a trail connecting downtown Kenton to the 40-Mile Loop.

BES Big Pipe Project

Another project that will positively impact the area is the Columbia Slough Consolidation Conduit project. The "Big Pipe" Project will carry the wastewater and stormwater that now flows into the Columbia Slough during heavy rains directly to the Columbia Boulevard Wastewater Treatment Plant. The construction of the Big Pipe Project is in progress.

As part of this project, BES will be improving pedestrian corridors along Argyle Street and Columbia Boulevard in the Kenton neighborhood. These improvements include a ten-foot wide sidewalk, set back from both streets and lined with native vegetation, from Kenton Park to Chautauqua Boulevard. The Bureau of Environmental Services will also be completing the 40-Mile Loop from Denver Avenue east to Vancouver Avenue when land becomes available in conjunction with the Big Pipe Project.

Rowing Park and Interpretive Trail

Simpson Cove is located on the north side of the Columbia Slough, just west of the Denver Avenue bridge. Current plans for the cove include a rowing park and interpretive trail. The interpretive trail will extend off of the 40-Mile Loop and wind around the peninsula and the rowing park will be a small-craft boat launch within Simpson Cove. Both resources offer recreational and educational opportunities for Kenton residents.

PROCESS AND TOOLS

♦ *Background Research*

Confluence Consulting team members completed a thorough review of background information to gain a general knowledge of planning issues surrounding Kenton and trail planning. Six case studies of existing regional trails were completed, chosen due to their national acclaim and/or similarity to the Kenton Connection trail and the 40-Mile Loop. The purpose of these case studies was to illustrate examples of successful trail projects completed in a variety of locations and within different contexts. Understanding the social, educational, and recreational benefits that trails contribute to surrounding communities helped the project team understand the potential for the Kenton Connection trail to enhance the local and regional community.

♦ *Outreach and Community Involvement*

A central goal of the Kenton Connection project was to involve the Kenton community with the trail planning process. Although a connection to the 40-Mile Loop has the potential to serve the entire Portland Metropolitan Region, the businesses and residents of Kenton will be the primary beneficiaries. Therefore, it is the community and their opinion on the project that was the starting point of route selection.

To gather this community input, Confluence Consulting developed a number of outreach tools – an informational display, an aerial map of the neighborhood, a list of amenities, and a survey tool. The survey tool (Appendix B) was used during a canvass of businesses along Denver Avenue to gather the same information as the display boards from the community events. Results from the survey tool and community events are provided as Appendix C.

Two local businesses, Wells Fargo bank and the Kenton Station Restaurant were chosen as locations to place the display board for extended periods. This allowed people who live and work in Kenton to learn about the project while going about their regular activities. The primary goal of these neighborhood business displays was to inform as many individuals as possible about the

project, particularly those who are not regularly involved in community events.

The aerial map and list of amenities were used on three occasions within in the community - January 22nd at the "What's Going on in Kenton?" fair, a community event organized by the Kenton Action Plan and Portland Development Commission (PDC); and January 27th and January 29th at two community forum events put on by PDC for the Interstate Urban Renewal Area.

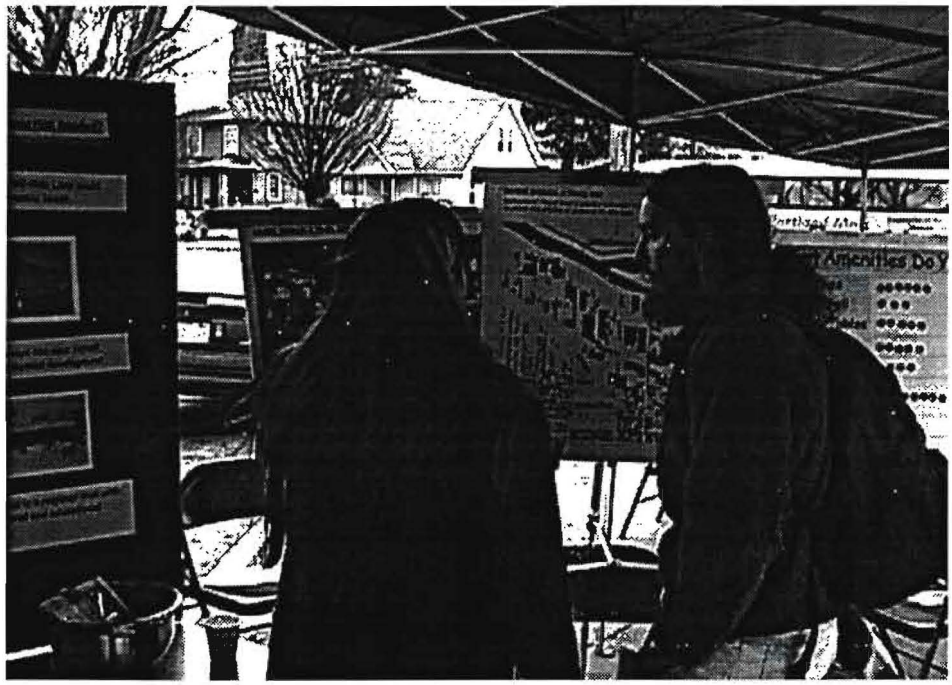


Figure 10: Confluence Consulting member, Kimberly Parsons, speaking with a Kenton community member.

At these events, a blank aerial map was presented to community members who were asked to draw their preferred route for accessing the 40-Mile Loop from the MAX station or downtown Kenton. The same map was used at all three events, so residents were able to see other people's suggestions and build upon them. From the input, three main routes were identified:

A. from the MAX station and up Denver across the Columbia Slough;
B. from the MAX station along Argyle and through the industrial properties to the Columbia Slough, connecting to the Simpson Cove peninsula, and;
C. from the MAX station through the blackberries to the Columbia Slough,

The choices of amenities focused on design elements and helped to better define residents' vision for what a connection trail would look like and what function it could provide for the community. Each participant was given dot stickers and asked to place a single dot by each of their top five preferred amenities.

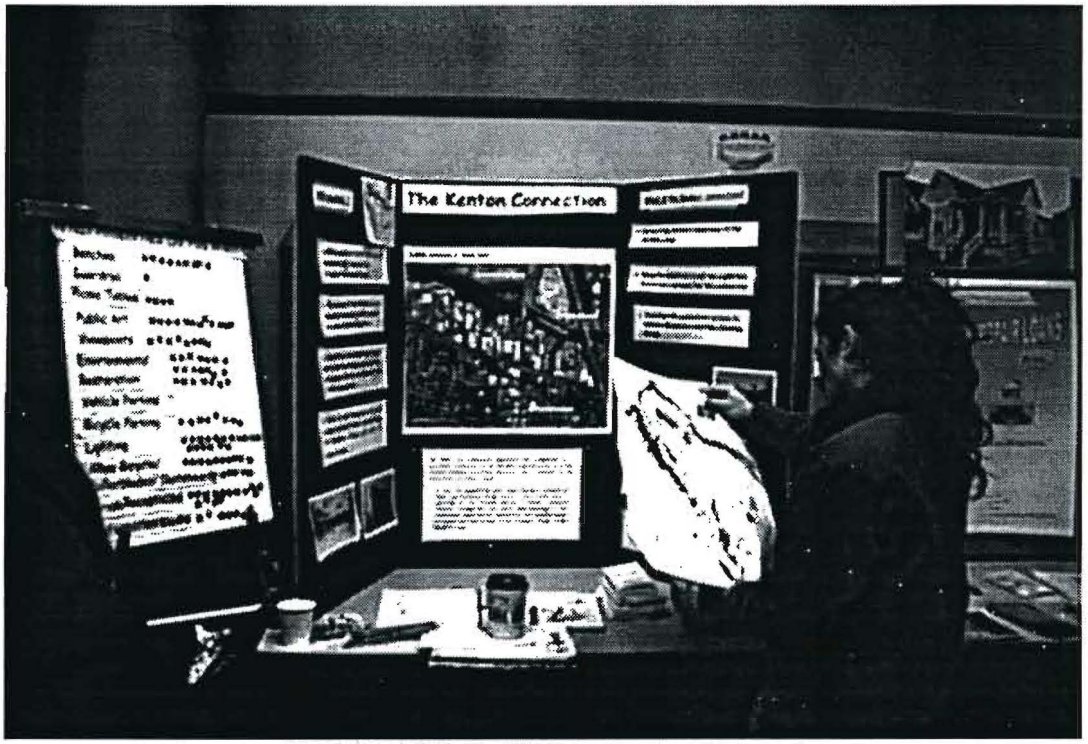


Figure 11: Display booth at Interstate Urban Renewal community forum.

Based on the results from the four events, the top five preferred amenities to include with a trail connection to the 40-Mile Loop are:

- environmental restoration
- lighting
- allow bikes/rollerblades/skateboards
- trash receptacles
- benches

The business canvassing survey found that the majority of the people would like to see a recreational trail between Kenton and the 40-Mile Loop (16 compared to 1).

When asked why they would like to see a trail connection there were a number of responses. Related to business, people stated

that a connection to the 40-Mile Loop would allow for business visibility, bring people into the neighborhood, provide a potential for recreation specific businesses, and would have a positive impact on business.

Related to recreation and accessibility people stated that a trail connection may lower traffic, connect to Kenton Park, provide continuity, and make Kenton accessible to others. People also stated that they would like to see a trail connection because it promotes livability, would be a neighborhood improvement, be an asset from downtown without a lot of change to the neighborhood, and good for children.

Other comments from residents were that they would like to see a trail connection, but they didn't think that people in the Kenton area would use it. Another person said that they would not support a trail connection because it costs too much money, both for construction and maintenance. They did, however, state that it would be good if money was available for the 40-Mile Loop. The individual was also not a supporter of the light rail and thought that a trail connection would be bad for the neighborhood because enough people already live and work in Kenton, without trying to entice others.

♦ *Developing the Recommendation*

The project team toured the three route alignments to better understand and discuss in detail why the community identified each route and the specific opportunities and constraints associated with each.

Each route was analyzed according to the criteria adapted from *Greenways: A Guide to Planning, Design, and Development (1993).* The criteria are:

Environmental impacts
- Safety/Security Issues
- Properties Crossed
- Facilities/Development Required
- Costs
- Management Considerations
- Quality of Life/aesthetics
- Access
- Regulations Associated to Route

Before the tour of the routes, the community, Advisory Committee and Confluence Consulting generally preferred Route C, through the blackberries. From the aerial map, it appeared that this route would offer the most scenic and natural trail experience.

During the tour of the routes, it became evident to the project team that Route C had several fatal flaws. The single most critical constraint is the crossing of the railroad tracks running along the north side of Columbia Boulevard. The tracks are significantly above grade and would require extensive improvements to make them ADA accessible. As evidenced by the train idling on the tracks during the Advisory Committee visit, the group also noted the fact that trains frequently stop on this section of the tracks, temporarily barring access to the route.

The slope of the ground beneath the blackberries, not apparent on the aerial map, presented another significant concern for Route C. Meeting the ADA accessibility requirement of no more than a 4% slope in the limited amount of space provided by the blackberries is not feasible.

Driving along Routes A and B also provided additional information about the opportunities and constraints that were not apparent on the aerial map. The Advisory Committee noted that accessing the Columbia Slough along Peninsular Avenue instead of Delaware Avenue would be easier. As part of the BES improvements to Columbia Boulevard, sidewalks and tree plantings will be continued west from Argyle Way as far as Peninsular Avenue, and a signaled crosswalk will be installed. These improvements, along with a wider right-of-way, influenced the project team to opt for Peninsular Avenue over Delaware Avenue.

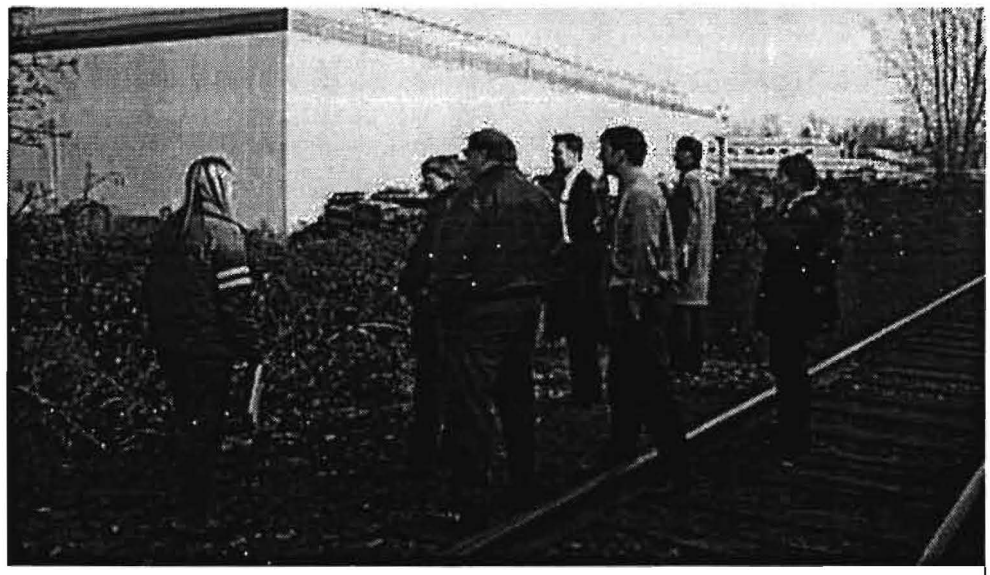


Figure 12: Advisory Committee and Confluence Consulting examining the constraints of Route C.

Route A, with its direct route, possibility of cooperation with Tri-Met and the construction of the MAX light rail line, and minimal requirements for implementation made it the preferred route, both for residents of Kenton, and the project team.

♦ *Agency Contacts & Community Connections*

A vital element to the success of the project has been the close connection between Confluence Consulting, the Advisory Committee, the community and agencies involved in projects in Kenton. The combination of informal relationships, direct contacts, and the timing of events created a dynamic that fostered serious discussion of the possibility of integrating plans for a connection to the 40-Mile Loop into other projects.

The Advisory Committee members are significant players in Kenton events with longstanding investment and knowledge of the community. They represent both community interests and the City agencies charged with affecting change. Having these diverse partners around the same table allowed Confluence Consulting to quickly identify pertinent issues and create a unique partnership of shared wisdom. They also were able to tap into agency resources and relay information to other appropriate people within their organizations, creating a chain of information that brought awareness and action surrounding the Kenton Connection trail.

In order to maintain interest in the project, these contacts need to be supported in the future. The importance of this has already been demonstrated by the willingness of community members and other advocates to support the concepts presented in this document.

On February 23rd, 2000, City Council received testimony concerning Interstate MAX conceptual design amendments. Specifically under review were changes to the bike and pedestrian network and their connection to light rail stations. A connection to the 40-Mile Loop (Route C) was shown on the east-west connection map, making discussion of this connection timely. Residents of Kenton and the Bicycle Transportation Alliance organized testimony to ensure continued discussion of a safe and direct connection to the 40-Mile Loop.

As a result of the testimony, City Council directed further investigation into the connection between the MAX station, the neighborhood of Kenton and 40-Mile Loop. This decision ensures that the issue will be incorporated into design solutions for pedestrian facilities presented by PDOT and Tri-Met.

ROUTE ANALYSIS

Criteria to analyze each route were adapted from *Greenways: A Guide to Planning Design and Development* (1993).

Environmental Impacts:

Potential environmental impacts of the construction and use of a trail along each route should be considered because of the proximity to the Columbia Slough. The Columbia Slough is a significant natural resource which provides resource values such as flood control, sediment trapping, nutrient retention and removal, habitat for fish and wildlife, recreational and educational opportunities, and visual and scenic amenities (Columbia South Shore Slough Trail Master Plan, 1993). With any new development or use along the Columbia Slough there must be steps taken to identify any potential impacts and find opportunities for reduction of those impacts or provide restoration.

Safety and Security Issues:

Safety and security issues of the trail alignment and adjacent properties must be considered to identify possible problem areas. A common concern of property owners near recreational trails is crime. High visibility of segments of the trail can provide user safety. High traffic streets and dangerous intersection crossings should be identified and avoided if possible.

Properties Crossed:

Trail alignment through public or private property can affect cost and the timeframe for completion of a trail. Trails through private property require cooperation of property owners and funds for the purchase of trail easements or dedications. Trail alignments through public property or public right-of-ways do not require easements or dedications and therefore improve the chances for completion of a trail and can reduce cost and development timelines.

Required Facilities or Development:

Identification of required facilities or development of each trail alignment must be considered in order to determine applicable regulations, costs and necessary coordination with public agencies.

Costs:

Costs can often determine whether a particular alignment is feasible and determine funding types. Costs associated to trails include development, property acquisition, and maintenance.

Management Considerations:

Maintenance and liability of a trail are the responsibility of the City of Portland or the property owner. Before the construction of a trail, the level of management required needs to be determined to ensure that current management can maintain the new trail. If maintenance is not adequately supplied, a trail can fall into disrepair.

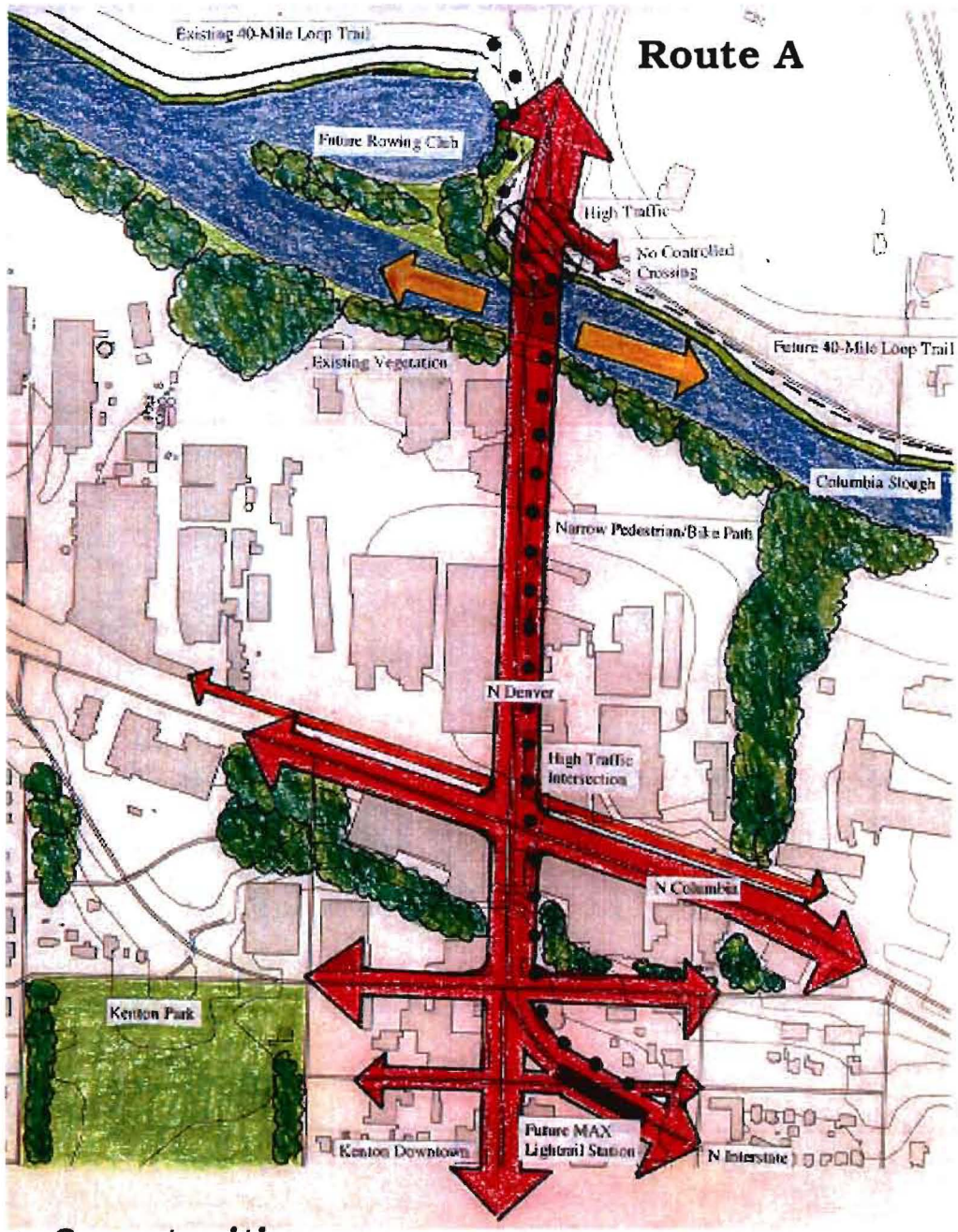
Quality of Life:

Quality of life related to this project is defined as aesthetic or pleasing surroundings, recreational experience, and other amenities. If trail users do not have an enjoyable experience along the trail they may decide to not use it.

Access:

The consideration of access to a trail is important because if a user cannot get to a trail or has difficulty, then the trail will not be used. A trail should provide access to other local resources.

Three routes analyzed by Kenton Connection project team



♦ Opportunities

- Little impact on environmental resources
- Existing bridge crossing Slough
- Public right-of-way
- Minimal maintenance
- Direct connection to activities
- Combine with light rail development

♦ Constraints

- No environmental restoration
- High traffic
- Inadequate pedestrian/bicycle path

Figure 13: Analysis of Route A

♦ *Route A - Interstate to Denver*

Route A begins at the north side of the Max station, follows Interstate Avenue, connects with Denver Avenue going across Columbia Boulevard and the Columbia Slough, where it connects to the proposed rowing park, interpretive trail and the 40-Mile Loop.

Existing conditions for Route A include paved streets with a narrow, 5-foot sidewalk for pedestrian and bicycle use from Interstate Avenue north along Denver Avenue and terminating at the end of the Denver Avenue bridge, north of the Columbia Slough. Once over the Denver Avenue bridge there are no pedestrian or bicycle facilities. The proposed rowing park and interpretive trail will be located on the Simpson Cove peninsula at the west end of Schmeer Road.

The construction of Interstate MAX station will drastically change the quality of the pedestrian and bicycle environment along this route. As stated earlier, a MAX station will be located at the intersection of Interstate and Denver Avenues. Under current designs, the pedestrian and bicycle path will proceed north from the MAX station in a combined facility on the east side of the light rail alignment. This combined, 8-foot path continues until the driveway of the Hoffman-Harrah site (identified on map) where it then crosses to the west side of the tracks and utilizes the existing sidewalk and bike lane across the Columbia Slough. On the north side of the Columbia Slough, the pedestrian and bike facilities cross back to the east side of the light rail tracks to connect to the 40-Mile Loop. It is important to note that light rail trains will be traveling at 55 mph along this section of the alignment.

Environmental Impacts

Route A will have the least impact on environmental resources because it will be located along existing streets. If the route alignment utilizes the existing Denver Avenue bridge across the Columbia Slough, then there would be no environmental impacts because no new development is necessary. If the route is included with the proposed light rail bridge over the Columbia Slough, the only potential environmental disturbance would be from construction of the light rail bridge surrounding the Columbia Slough.

Due to the existing development along this route, there is little opportunity for environmental restoration to be included with trail construction. However, the alignment of the light rail bridge over the Columbia Slough may impact the Hoffman-Harrah site located to the east of Denver Avenue before the bridge. Therefore, activities on the Hoffman-Harrah site may be relocated and the site purchased by Tri-Met to facilitate light rail construction. If this arrangement is finalized, then there is the opportunity for environmental restoration that would enhance the appearance of the area along the route.

Safety and Security Issues

This route has many safety issues. Interstate Avenue and Denver Avenue are extremely busy streets with vehicle congestion and traffic traveling up to 45 miles per hour. The pedestrian and bicycle paths are not adequate under City of Portland standards that establish a minimum width for sidewalks of 6 feet. There is no bike lane between Argyle Street and the Denver Avenue viaduct over the Columbia Boulevard. The bike lane begins at the Denver Avenue bridge over the Columbia Slough. As a regional bikeway and city walkway with the potential to carry large numbers of bicycles and pedestrians, a higher quality path is essential. Further, Denver Avenue is identified by the Portland Department of Transportation as a regional through route for bicycle commuters.

Figure 14: Sidewalk along Denver Avenue bridge.

Under Tri-Met's current proposal for a pedestrian and bike path between the MAX station and the 40-Mile Loop, users would have to cross the light rail tracks twice This poses a safety risk because the light rail trains will be travelling at approximately 55 miles per hours.

A positive aspect of this route is that it provides the greatest visibility for users. The route is located entirely along existing streets, thus resulting in the least opportunities for vandalism and crime. This route also provides visibility of the trail and the connection to the small-craft boat launch, which would serve to create public interest and use.

Another safety advantage of this route, unlike the other alternative routes, is that it does not involve an at-grade crossing of railroad lines. This ensures that there are no accidents as a result of trying to cross railroad tracks.

Properties Crossed

This route would require no public easements or land acquisition since it would be located entirely on public right-of-way. However, the addition of a trail on the proposed light rail bridge would require the expansion of the bridge meaning that additional easements or land acquisitions may be necessary on the Hoffman-Harrah site and a portion of the Familian site.

Required Facilities or Development

In order to ensure safety for users, this route would require pedestrian and bicycle path improvements to the Denver Avenue bridge over the Columbia Slough or widening of the proposed light rail bridge to accommodate a pedestrian and bike path. A constraint of the second option to improve public safety is that it requires the cooperation of Tri-Met to provide additional pedestrian and bicycle paths with the light rail development.

Costs

Costs include a gateway structure, signs, and either improving the facilities on the Denver Avenue bridge over the Columbia Slough or widening the proposed light rail bridge over the Columbia Slough. A gateway structure is needed to mark the location of the trail beginning at the light rail station. Signs would need to be placed throughout the trail to mark the alignment in conformance with the 40-Mile Loop signing standards.

Tri-Met estimates that continuing the 8-foot combined pedestrian and bicycle facilities across the Columbia Slough bridge will cost nearly $1 million. The structural supports alone are estimated at $350,000. The widening of the light rail bridge is necessary to accommodate a sufficient trail for all users. The bridge widening would be the most costly element of this trail route.

Management Considerations

This route would require minimal maintenance. It would include maintenance of signs, and pedestrian and bicycle path striping. Since this route is located entirely in public right-of-way

maintenance of the route could be provided by Portland Department of Transportation or Tri-Met.

Quality of Life

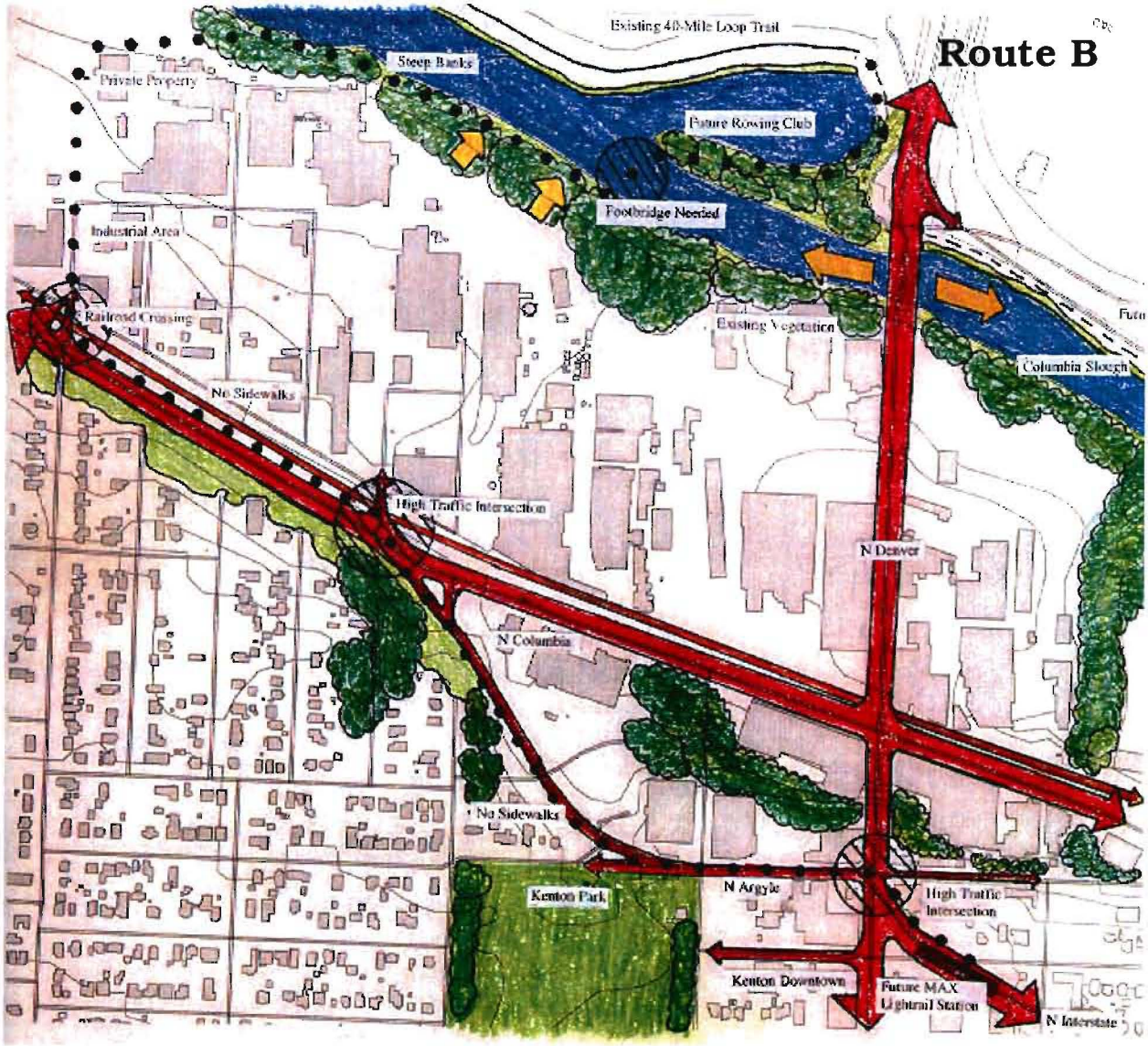
This route has the potential of benefiting businesses along Denver Avenue. A direct connection to businesses in downtown Kenton would allow people to utilize the rowing park, interpretive trail and the 40-Mile Loop.

The Bureau of Parks and Recreation highly values trails that provide a recreational experience through an undeveloped area (conversation with Bureau of Parks and Recreation). A constraint of this route is that it does not provide that experience, and merely provides a direct connection along existing streets.

Access

This route provides the most direct connection to the 40-Mile Loop from downtown Kenton and the MAX station. There are only two intersection crossings at Denver Avenue and Argyle Street and at Denver Avenue and Schmeer Road.

While this route provides the most direct access to recreational opportunities across the Columbia Slough, it does not provide a connection to other open spaces, such as Kenton Park. Downtown Kenton businesses can be easily accessed by users of this route.



Opportunities

- Kenton Park
- Big Pipe pedestrian improvements
- Recreational experience
- Access to Rowing Club
- Environmental restoration along slough

Constraints

- High Traffic Intersections
- Private property
- Footbridge across slough
- Railroad crossing

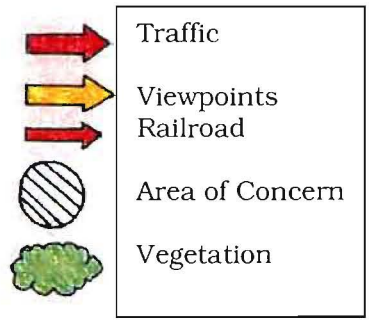


Figure 15: Analysis of Route B

♦ *Route B –Argyle Way to Peninsular Ave to the Peninsula*

Route B originates at the MAX station, follows Argyle Way past Kenton Park to Columbia Boulevard, continues on Columbia Boulevard to Peninsular Avenue, along Peninsular Avenue to the Columbia Slough. Finally, follows along the Columbia Slough where it crosses to connect to the interpretive trail on the Simpson Cove peninsula, the small-craft boat launch and the 40-Mile Loop.

Existing conditions of Route B include crosswalks along the west and north side of the intersection of Denver Avenue and Argyle Street. Sidewalks are provided intermittently along Argyle Way and Columbia Boulevard. The railroad tracks across Peninsular Avenue are not signalized. Peninsular Avenue is narrow and does not have sidewalks or a bicycle path. The south side of the Columbia Slough is vegetated and has steep banks. There is currently no bridge to cross the Columbia Slough to access the Simpson Cove peninsula and connect to the 40-Mile Loop.

Environmental Impacts

Since this route follows along the south side of the Columbia Slough, there will be some environmental disturbance from the construction of a trail and regular use. However, activities along the Columbia Slough currently include heavy industrial uses and thus have degraded the environmental resources. Route B would provide an opportunity for revegetation and resource enhancement along the Columbia Slough to be combined with trail construction.

Safety and Security Issues

A constraint of Route B is the number of street crossings required. This route requires a user to cross Denver Avenue to get onto Argyle Street and also cross Columbia Boulevard. These streets have high traffic flows. Another safety concern is that there would be a railroad crossing required to the north of Columbia Boulevard at Peninsular Avenue. Currently, this is not a controlled crossing.

As the route continues through the industrial area north of Columbia Boulevard, it is removed from any publicly used areas along the Slough. Therefore, this route will have little visibility from streets and industrial businesses, which may allow for

vandalism and crime to occur. Also, during non-working hours or weekends there would be few people around or near the trail.

While there are safety and security constraints with the use of this trail route, there is the opportunity to take advantage of pedestrian improvements along Argyle Street, and Columbia Boulevard as part of the Big Pipe project. These improvements will increase the safety of pedestrian and bicycle travel along Columbia Boulevard and Argyle Street.

Properties Crossed

Route B would cross private properties along the Columbia Slough. A major constraint of this route is obtaining the cooperation of property owners along the Slough to provide easements or land dedications to allow for public access.

This route also requires crossing railroad lines, which are not public right-of-way.

Required Facilities or Development

A requirement of this route would be the construction of a footbridge from the south bank of the Columbia Slough to the end of the Simpson Cove peninsula. The construction of a footbridge is the only means to connect this route to the 40-Mile Loop because the Army Corps of Engineers prohibits the construction of any structures on top of the dike that runs along the north side of the Slough.

Currently, Argyle Way and Columbia Boulevard are not developed with sidewalks or bike lanes. A requirement of this route would be pedestrian improvements along these streets to ensure safety to users. Improvements to these streets are already included as part of the Big Pipe development, therefore minimal improvements would have to occur with this route.

Costs

There are many costs associated with developing this trail route. The required footbridge across the Slough would be the most costly element of this route. Acquisition of portions of private property along the Slough may also be an associated cost. This could be avoided through cooperation with property owners to obtain trail easements.

Currently, the area along the Slough is vegetated, and a paved trail would need to be constructed. This segment of the trail is within the Environmental Conservation zone and would require a land use review by the City of Portland. A land use review decision may require revegetation of disturbed areas resulting from trail construction. The remainder of the trail is along improved streets, so the only costs for those segments would be for signage, striping and maintenance.

Management Considerations

A constraint of Route B is periodic maintenance of the footbridge across the Slough. This maintenance could be costly depending on weathering of the structure.

A portion of this trail follows through private property and there may be an opportunity for business and employee stewardship. Property owners and employees could take part in maintaining segments of the trail, providing a sense of ownership and encouraging employee use of the trail. Stewardship activities could involve assistance with maintaining revegetated areas and replanting. If businesses do not provide this service, maintenance will need to be negotiated with appropriate City agencies.

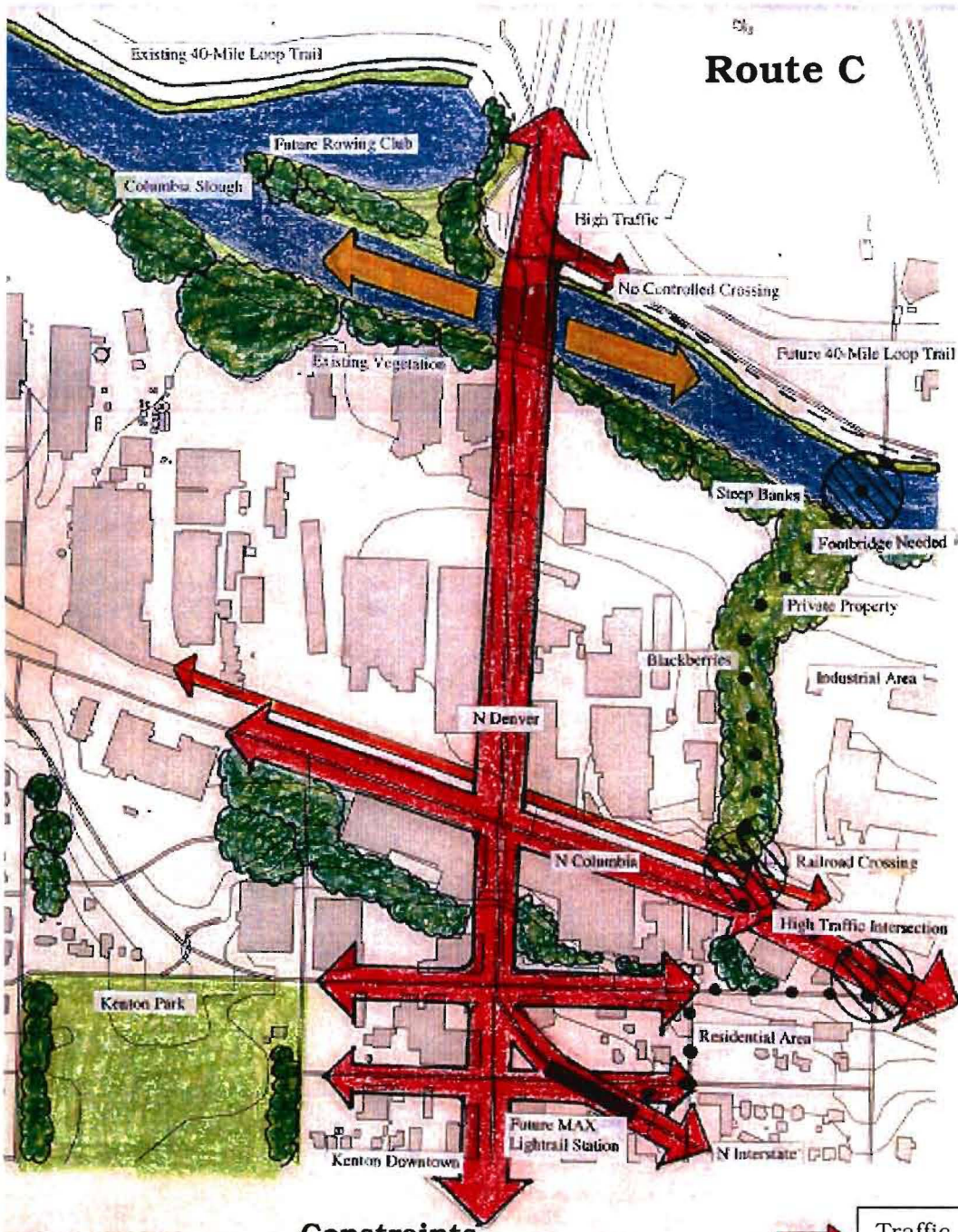
Quality of Life

A disadvantage of this route is that a portion of it proceeds through industrial areas. However, a segment of this route is along the Columbia Slough, which would provide for a more recreational experience compared to the other route alternatives. This route would provide an opportunity for industrial employees to have easy access to the Slough and the 40-Mile Loop.

Access

A constraint of Route B is that it would require a user to travel the farthest distance from the light rail station, compared to the other alternative routes, to connect to the rowing park and 40-Mile Loop. However, this route provides access to Kenton Park and its recreational opportunities, such as baseball fields. This route also provides for the greatest residential access due to its location near residential zoned areas.

Figure 16: Kenton Park



Opportunities

- Environmental Restoration
- Recreational Experience

Constraints

- Heavy Traffic Intersections
- Above grade railroad crossing
- Private property
- Footbridge across slough
- Cannot land bridge on berm
- Connects to incomplete portion of 40-Mile Loop

Figure 17: Analysis of Route C

♦ *Route C – Blackberry Route*

Route C originates at the MAX station, continues north on Fenwick Avenue to Argyle Street, and continues east on Argyle Street to Columbia Boulevard. The route crosses Columbia Boulevard at an existing, signaled crosswalk, and continues west along Columbia Boulevard. The trail then crosses the railroad tracks, and continues north through the blackberry drainageway to the Columbia Slough. A separate footbridge, landing on the dike, would be required to access the 40-Mile Loop. Another alternative is to continue west along the south bank of the Columbia Slough and connect to the Denver Avenue Bridge.

There is a grade change along the north side of Columbia Boulevard which slopes upward to the railroad tracks. The railroad tracks are located in front of the blackberry area and block pedestrian and vehicular access. The blackberry area provides drainage for private properties on either side. There is an existing Combined Sewer Overflow (CSO) pipe just west of the blackberries, which will become a stormwater outfall after construction of the Big Pipe project.

Environmental Impacts

Any potential environmental impacts resulting from construction and use of this route would occur in the blackberry drainageway and along the south bank of the Columbia Slough to the Denver Avenue bridge. Because the existing vegetation is comprised of blackberries, an invasive (nonnative) plant, the construction of this trail route would provide an opportunity to revegetate the drainageway with native plant species.

A constraint of the trail route is that since this is a drainageway, there is frequent flooding of the area that may make a trail route inaccessible to users during high or peak flow periods of the Columbia Slough.

Safety and Security Issues

The safety issues related to Route C are significant. North of Columbia Boulevard, the route follows the property line of two private properties, which would result in the trail not being visible from passing vehicular or pedestrian traffic along Columbia

Boulevard. Also, because the surrounding area is industrial, during non-working hours or weekends there would be few people around or near the trail.

Railroad tracks are located directly south of the blackberry drainageway. In order to reach the Columbia Slough these tracks will have to be crossed and this may be dangerous.

Properties Crossed

This route would cross three private properties. Although the blackberry drainage is not currently utilized, it is on private property and would require an easement or dedication from both property owners. The railroad tracks are also private property and there may be difficulty acquiring permission to create a safe crossing at this location.

Required Facilities or Development

This trail route would require a railroad crossing, which could consist of a paved area across the tracks, to allow for a bicycle to cross. However, because the railroad tracks are above the street grade, there would need to be a ramp leading up to the railroad tracks. The ramp would have to comply with ADA trail grade restrictions.

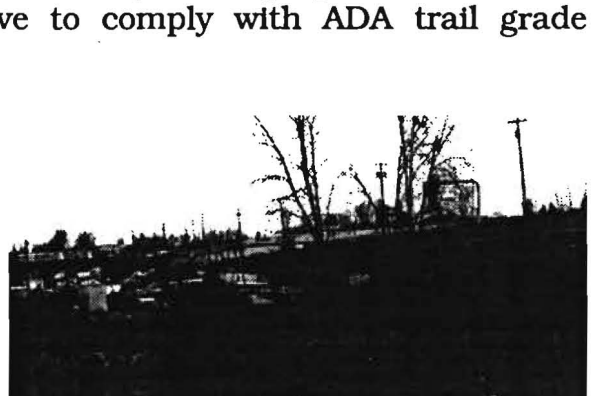


Figure 18: Columbia Slough and the Hoffman-Harrah site.

A footbridge would be required for this route. It is not possible to utilize the Denver Avenue bridge over the Slough because the trail would be at a much lower elevation than the bridge, requiring stairs which are not bicycle or handicap accessible, or extensive ramps leading up to the bridge. It is also not possible to have a cantilevered bridge off the bottom of the light rail bridge because of structural constraints. The only remaining possibility is for a separate footbridge that would extend from the south side of the Columbia Slough to the north side. However, the north side of the Columbia Slough is a dike. The Army Corps of Engineers does not allow structures to be construction on top of the dike for safety and flooding issues. Therefore, there is no feasible way to connect from

the south side of the Columbia Slough to the north side, making this route flawed.

Sidewalks are currently provided only intermittently along Fenwick Avenue and Argyle Street. Thus a requirement of this route would be construction of pedestrian and bicycle improvements.

Costs

Costs involved with construction of this route would include possible property acquisition, revegetation of the drainageway, bridge construction, a railroad crossing, and regular maintenance. Property acquisition could be avoided through cooperation with property owners providing a land dedication or easement. Construction of a bridge across the Columbia Slough would be a potential cost, but placement of a bridge is not feasible. Some type of safe railroad crossing from Columbia Boulevard to the blackberry drainage would be required.

Management Considerations

Removal of the blackberries and revegetation of the drainageway area would be the main management concerns of Route C. Removal of the blackberries can be done by hand, with mechanical equipment, or by herbicides. However, blackberries are persistent and would require periodic maintenance.

Revegetation of the area with native species would require periodic monitoring to ensure the survival of the vegetation. Some replanting would be required to replace any dead plants.

Quality of life

This route is through an undeveloped area and therefore, would provide users with a park-like experience. The blackberry drainageway is wide enough to obscure view of the neighboring industrial buildings and activities. The potential for revegetation with native plant species and the direct path out to the Columbia Slough would also make this trail route more enjoyable for users.

Access

The route has many access constraints. Currently, there is a crosswalk at the intersection of Columbia Boulevard and Argyle Street however, once on the north side of Columbia Boulevard there are no sidewalks.

Railroad tracks are located between Columbia Boulevard and the blackberry drainageway. The project team deemed this a fatal flaw because the tracks are above street grade and do not have a signalized crossing or paved crossing, which makes them difficult to cross. In order to cross the tracks ramp would have to be constructed. Currently there is not enough room to build a ramp that complies with ADA regulations. Further, trains have been observed to stop on the tracks for long periods of time, which would temporarily block any pedestrian or bicycle access to the trail.

Figure 19: Above grade railroad tracks along Columbia Blvd.

While this route provides a fairly direct connection from the MAX station to the Columbia Slough, it is far from residents and is within industrial areas. However, because of its proximity to industrial businesses, employees would have access to the Columbia Slough by this route.

There is a significant grade change from the south to the north end of the blackberry area. Meeting the ADA accessibility requirement of no more than a 4% slope in the limited amount of space provided by the blackberries is not feasible. Existing vegetation along the south side of the Columbia Slough provides a scenic buffer between the industries and the Slough. There are no bridges to access the north end of the Columbia Slough. At the north side of the Columbia Slough there is a dike that separates the Slough and Schmeer Road. There is a recreational trail designation along the top of the dike that is intended to be a future extension of the 40-Mile Loop.

♦ *Regulatory Considerations*

All routes, while not considered part of the 40-Mile Loop, should remain in compliance with the 40-Mile Loop Master Plan for continuity with the regional trail system. Some examples are:

- Trail grade for hiking should not exceed 10% and should be less than 8%.
- Trail grade for biking should not exceed 4-5% and for handicapped should not exceed 1-4%.
- Combination hiking and bicycling trails should be at least 10 feet wide. Wherever possible, combination trails should have a soft buffer on either side of the trail.
- If the trail crosses an existing city street, the angle of the crossing shall be approximately perpendicular. Further, there should be at least 100 feet of trail corridor at the intersection to provide safety.
- Wherever possible, switchbacks should be avoided.
- Landscaped areas with benches will be provided in commercial, industrial and multiple family developments.
- Areas for bicycle parking facilities should be given consideration.

These routes must also comply with City of Portland Environmental Conservation Overlay zone. Environmental zones protect resources and functional values that have been identified by the City of Portland as providing benefits to the public. The Environmental Conservation zone conserves important resources, while allowing environmentally sensitive urban development. Environmental regulations encourage flexibility and innovation in site planning and provide for development that is carefully designed to be sensitive to the site's protected resources.

Finally, the Army Corps of Engineers prohibits development of structures on the dike that runs along the north bank of the Columbia Slough. Special allowances would need to obtained from the Corps to build a bridge landing on the dike.

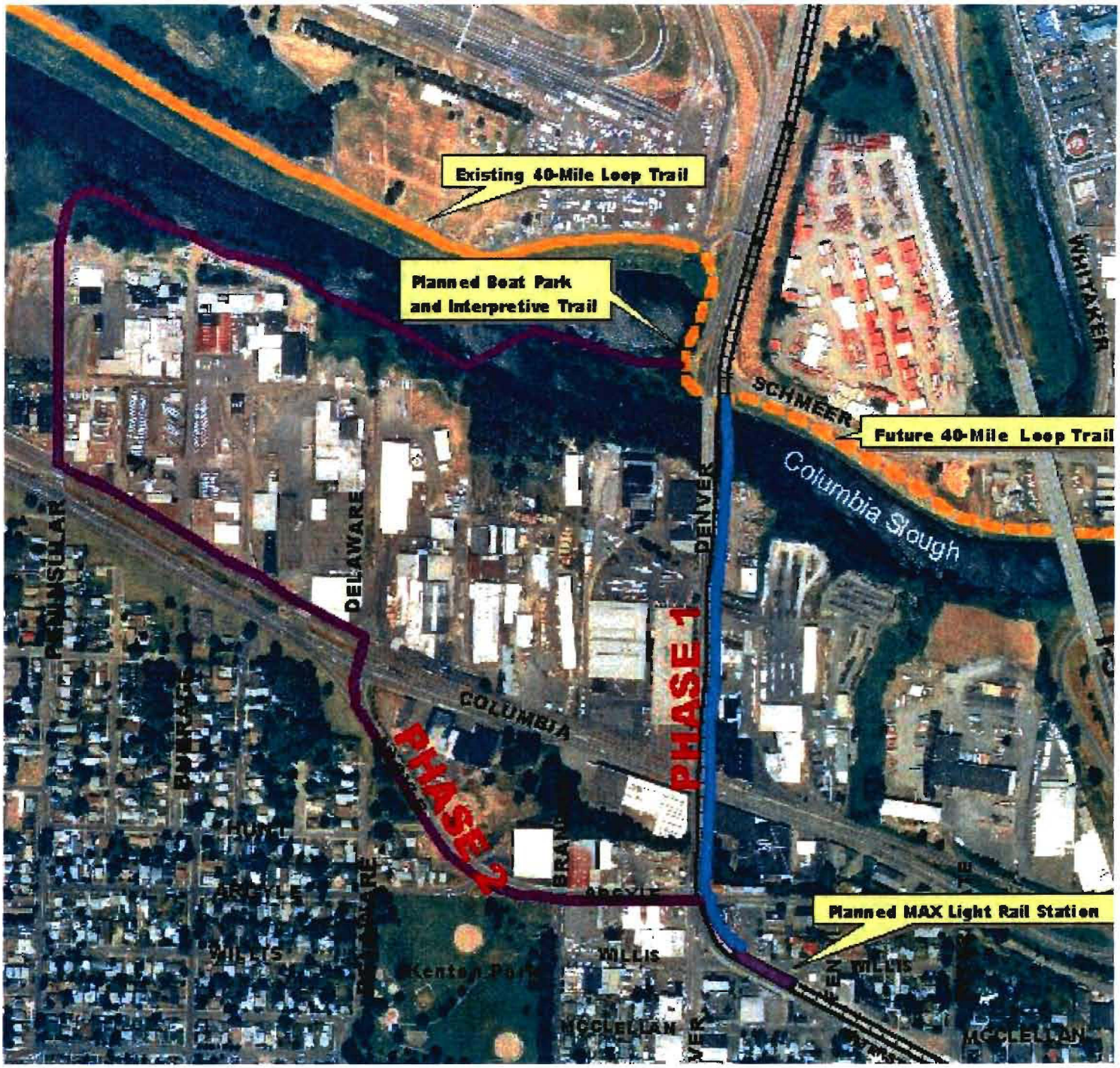


Figure 20: Recommended, two-phase route to connect Kenton and the 40-Mile Loop.

RECOMMENDED ROUTE

Based on the previous analysis, Confluence Consulting and the Kenton Connection Advisory Committee recommends a two-phase trail from the MAX station, along Denver Avenue, to the 40-Mile Loop. This trail should be constructed as part of the light rail line. Phase II is a path beginning at the end of the interpretive trail at Simpson Cove peninsula, crossing the Columbia Slough, continuing west along the Slough on the south side to Peninsular Avenue, cutting back to Columbia Boulevard and Argyle Way, and back to the MAX station. This trail should take advantage of the pedestrian improvements planned for Columbia Boulevard and Argyle Avenue.

A two-phased trail is beneficial because it fits within the scope of the 40-Mile Loop Master Plan, which suggests that when possible, small trail loops should be created that connect to the 40-Mile Loop. This loop in Kenton will provide neighbors with the opportunity of walking or biking the trail in a short amount of time or connecting to the 40-Mile Loop for a longer walk or bike. Further, the two-phased trail would provide access to other resources such as Kenton Park.

It is important to note that Denver Avenue is a regional through route for bicyclists. The design of the connection of Phase I to the 40-Mile Loop should allow not only for access to the 40-Mile Loop but also allow bicyclists to continue northward.

Route C was eliminated as a possibility because of two fatal flaws. First, after walking or biking north on Fenwick Avenue to Argyle Street and crossing Columbia Boulevard, trail users would need to cross the railroad tracks. These tracks are at a higher elevation than the road; therefore no at-grade crossing would be available. Constructing a ramp to cross the tracks that would meet ADA requirements would be very costly. Second, the trail would have to cross the Columbia Slough. The trail could not cut back to the Denver Avenue bridge to cross the Slough because the bridge is at a much higher elevation than the trail. It would be necessary to construct either stairs that are not accessible to wheelchairs or a ramp, which would be very costly. The other option is to cross the Columbia Slough on a separate bridge. This is not feasible either because the Army Corps of Engineers prohibits construction of any

structures on the dike along the north side of the Slough. Another problem is that once across the railroad tracks, the trail would have to continue in the blackberries. Even with environmental restoration, this strip is a drainageway for the adjacent properties and may be wet during a significant portion of the year.

♦ *PHASE I*

Phase I (Route A), would begin at the MAX station and follow the light rail line along Denver Avenue to the 40-Mile Loop. This path would allow for the most expedient connection to the 40-Mile Loop, rowing park, and interpretive trail. Further, construction of Phase I can be combined with construction of the Interstate MAX line.

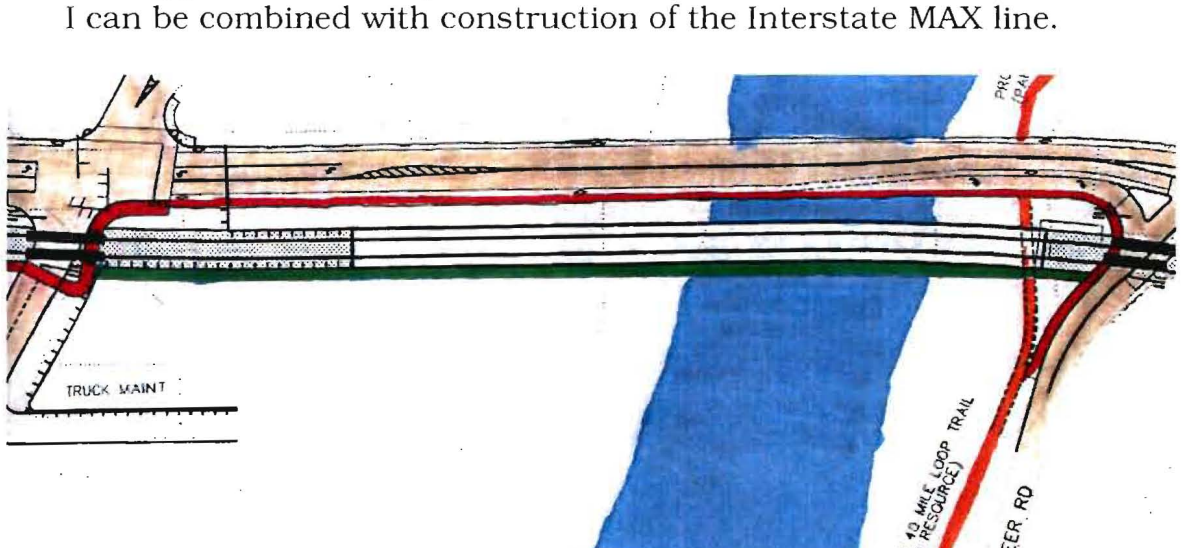


Figure 21: Under current designs, pedestrian facilities (red) will remain on the Denver Avenue bridge, separated from the MAX bridge (green).

Tri-Met is planning a bike and pedestrian path along with the light rail line from the MAX station to the 40-Mile Loop. Their current plan calls for a pedestrian and bike trail to be combined with the light rail line on the east side of the tracks over Columbia Boulevard and to the driveway of the Hoffman-Harrah property. At the Hoffman-Harrah site the light rail line diverges from Denver Avenue onto a separate bridge. The pedestrian and bike path would cross the tracks here and continue along Denver Avenue Bridge over the Columbia Slough. At this point the light rail trains will be travelling at roughly 55 miles per hour. The Denver Avenue Bridge has a five-foot wide sidewalk and a bike lane on the east side of the street. Automobile traffic on Denver Avenue is very heavy and there are no guardrails to separate users from the

traffic. Currently there are no plans to improve the Denver Avenue Bridge. Once over the Slough, the trail would cross back over the light rail tracks to connect to the 40-Mile Loop. This current plan does not create a safe and enjoyable experience. Confluence Consulting recommends that the plan be improved to provide for a safer connection.

The recommended option is to up-grade Tri-Met's current plan and provide a pedestrian and bike path from the MAX station, combined with the tracks on the east side, connecting to the 40-Mile Loop. This option would eliminate two unnecessary crossings of the light rail tracks. Further, trail users would not be forced to walk or bike on the narrow Denver Avenue .bridge. This option provides that safest and most direct connection between Kenton and the 40-Mile Loop.

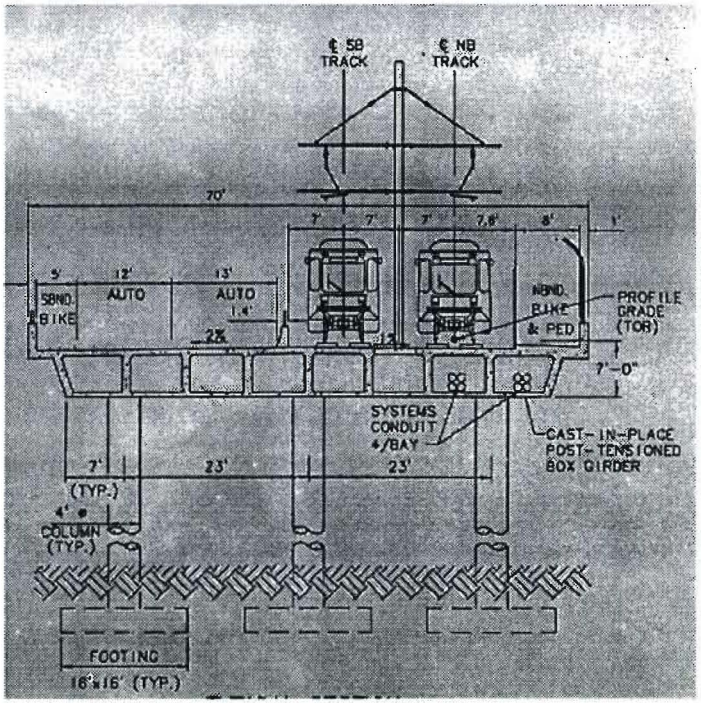


Figure 22: Cross section of MAX bridge with pedestrian and bicycle facilities on the right.

Constructing a path along with the light rail line would require structural changes to the light rail bridge over the Columbia Slough. These changes are necessary for the bridge to support an eight-foot widening for the sidewalk and bike lane. Tri-Met has estimated that continuing the path with the light rail line across the Columbia Slough would cost one million dollars. Placing structural pillars to support the path would alone cost an estimated $350,000. Tri-Met has not budgeted for this type of expense, therefore an alternate source of funding would be required. If funding is not found to continue the trail with light rail, then the following option should be considered.

The second option does not require structural changes to Tri-Met's current plan. The path would still follow the light rail line to the Hoffman-Harrah site, cross the tracks, continue on Denver Avenue across the Columbia Slough, cross the tracks again, and connect

to the 40-Mile Loop. To provide a safer environment for trail users, some improvements should be made. First, the two track-crossings should be clearly marked with signage and lights that indicate when a train is coming. Second, a gate should be installed on each side of the tracks at each crossing. This gate would remain open until trains approach, then closing to prevent people from crossing the tracks.

The Denver Avenue bridge across the Columbia Slough should also be improved if trail users are going to utilize the crossing. The sidewalk should be expanded to a minimum of six feet (the required width of City sidewalks) and a guardrail should be installed to separate pedestrians from the traffic. Bike lanes should be included on both sides of the street to ensure bikers that do not have to pass each other in one narrow lane near heavy traffic.

♦ *PHASE II*

Phase II (Route B) would connect the 40-Mile Loop back Kenton, creating a small loop. This trail would connect trail users to the many resources Kenton has to offer: rowing park, interpretive trail, Kenton Park, and downtown Kenton.

The route would begin at the end of the interpretive trail at Simpson Cove peninsula and cross the Columbia Slough on a footbridge. The route then would run along the Slough on the south bank until Peninsular Avenue. Environmental restoration should be included with the construction of the trail along this segment. Careful consideration should be given to maintaining views of the Slough while providing a safe environment.

The community originally chose Delaware Avenue for the trail to reconnect back to Columbia Boulevard. During a tour of this option it was discovered that due to building location and in-use railroad tracks, there is not enough room for trail access. As a result, Confluence Consulting and the Advisory Committee selected Peninsular for the recommended trail. There are private properties between the Columbia Slough and Peninsular Avenue therefore; the success of Phase II depends on easements from property owners. The industrial area along Peninsular Avenue also needs significant improvements to make a trail safe and enjoyable. Lighting and vegetation along the trail might achieve this goal.

After crossing the industrial area, the trail would cross Columbia Boulevard, continue to Argyle Way and back to the MAX station,

making use of the pedestrian improvements along Columbia Boulevard and Argyle Way that are planned with the Big Pipe project. The trail will pass by the northeastern corner of Kenton Park and the northern end of downtown Kenton on Denver Avenue.

♦ *Trail Amenities*

The trail amenities identified by the community were lighting, allowing multi-uses, trash receptacles, benches, and environmental restoration. These amenities should be included in trail development whenever possible.

Confluence Consulting and the Advisory Committee suggest that one important amenity of the connection is a gateway directing people towards the 40-Mile Loop. This gateway could be located near or at the MAX station. A traditional gateway might include a kiosk or large sign, however the addition of a structure at the MAX station may not be feasible. Therefore, it is recommended that the pavement of the MAX station be treated to create a gateway. The color and texture of the pavement on either side of the tracks could differ from the surrounding pavement and should include the text "40-Mile Loop" and an arrow pointing towards the trail. Once across the Columbia Slough, a sign marking the 40-Mile Loop and indicating the direction of the rowing park and interpretive trail should be placed in plain view.

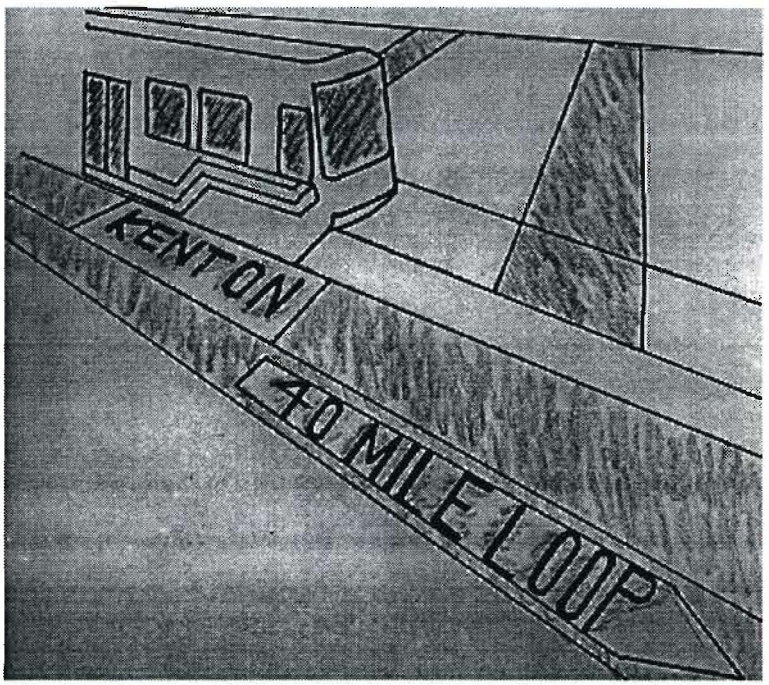


Figure 23: Gateway pavement treatment indicating the location of the 40-Mile Loop.

FUNDING OPTIONS

"Can anybody remember when the times were not hard and money was not scarce?" – Ralph Waldo Emerson

Without funding, the best of projects will exist only on paper. Fortunately, there are a number of ways to fund trail projects. A benefit of this type of project is that it serves a variety of purposes that can meet many agencies' missions and goals. Therefore a trail can be funded in part or in its entirety by a number of different sources. The key is to be opportunistic and take advantage of the circumstances within which a trail could be created. For example:

- Direct appropriation by local, state, or federal legislative body
- Requesting the Corps of Engineers to conduct a training project on the trail
- Sale of subsurface rights to utility companies
- Inclusion of trail construction as part of a road widening project or capital investment such as the construction of a sewer line
- Sale of bricks, benches or other trailside amenities to reduce trail development costs
- Cooperative projects with volunteer service groups for trail development and maintenance
- Inclusion in local recreation/open space bond issues
- Contributions from local businesses
- Find small grants, gifts or appropriations from multiple sources

Some projects deliberately forego public funds and seek private sources for money. Because of the infrastructure and maintenance costs, however, many projects are undertaken in a public-private partnership. Raising 20-50% of the cost of a major trail from private sources is considered a success. (Greenways, 1993).

As outlined in the Planning Context section, projects are planned for the Kenton neighborhood that provide many possible funding sources. These sources have the potential of funding different types of projects, one of which is the Kenton Connection trail.

What sources will step forward to make this community amenity a reality? The list below represents an abbreviated list of identified

sources and is by no means comprehensive of the different avenues that can be taken to fund a connection to the 40-Mile Loop.

♦ *Direct Agency Funding*

A common path to completing a public trail is looking to public agencies, both at the city, county, or state level. Trails provide a public good that fits well within the charges of many public agencies as transportation improvements, greenspace creation and environmental restoration or as a means to neighborhood revitalization. Trail development could also be undertaken in cooperation with a planned public works project. Within Portland, as in any city, a number of possible agency funding sources exist.

Portland Parks and Recreation

Portland Parks and Recreation Department is an immediate candidate to spearhead the effort to develop the connection trail. It is the agency that directly oversees the 40-Mile Loop trail system and takes part in its completion. However, currently there are no dedicated Portland Parks and Recreation Department funds assigned for trail completion.

Interstate Urban Renewal Area

The Interstate Urban Renewal Area (URA), a Portland Development Commission program, is a possible source to supply significant funding for trail completion. Urban Renewal spending is limited to capital expenditures within the designated area boundary. Kenton and the Columbia Slough are within the current draft boundaries. Parks and greenspace improvements are one possible spending category due to the contribution of these amenities to healthy thriving communities. Results of the Interstate Urban Renewal community survey identified parks and open spaces as a priority for urban renewal funding. Although the Interstate URA is not at the stage of assigning funding to specific projects it does list the connection trail as an example of parks and greenway improvements appropriate for Urban Renewal spending.

Portland Department of Transportation Capital Improvement Plan (CIP)

The City of Portland Department of Transportation maintains a 2-year project list of transportation projects in the Capital Improvements Plan. This listing includes funded and future

projects that have been identified by the community through direct request or by listing in an adopted city plan.

Due to the large number of requests throughout Portland, city funding through the CIP can take many years. However, the Kenton Connection trail is listed in design amendments for the Interstate MAX, which makes it possible to gain a place as a funding priority.

Metro Regional Transportation

Metro maintains a Transportation Improvements Plan list through Metro's Regional Transportation Plan. This list includes projects throughout the region so competition for resources can make it hard to gain priority for community amenity projects such as this.

Interstate Max Light Rail

Phase I of the Kenton Connection trail is recommended to be located along the east side of the light rail alignment along Denver Avenue. Therefore, Tri-Met and the Interstate MAX project are vital partners. The current light rail design includes a combined trail up to the Columbia Slough.

Another way Tri-Met could support the Kenton Connection trail is to include an artistic gateway to the Kenton Connection trail and the 40-Mile Loop into the Kenton station design. Tri-Met's Public Art Program is currently initiating the process of determining artists and possible art locations and should be kept aware of this opportunity to emphasize a community resource to people travelling the MAX System.

♦ *Private Sector*

Businesses

Nationwide, businesses contribute more than $3 billion annually to a variety of good causes. Companies can donate money, land, equipment and sometimes the service of their employees in volunteer events. The company benefits from publicity, a sense of involvement on the part of the community and company morale.

In Kenton, business support is another good source to complete the Kenton Connection trail. The community is anchored by a number of large longstanding industrial companies that have

proved to be very supportive of the Kenton neighborhood and taken part in neighborhood improvements.

Community Stewardship

Community stewardship is another avenue to pursue for creation and maintenance of a trail. "Adopt A Trail" projects are a great way to build grass roots support, and political clout. Smaller organizations like service clubs could be approached for fundraising, maintenance or other donations.

Many trails have used community involvement by selling t-shirts, personalized bricks to lay along the trail, signs, benches, and other amenities that could be personalized with donors names as a fundraiser.

NEXT STEPS

A number of things need to happen for the recommended Kenton Connection trail between Kenton and the 40-Mile Loop to be completed. Before any next steps are pursued the project needs to gain independent community momentum and a group of people willing to see it through fruition. Although community support for a connection trail exists, it has not been deemed a high priority by many residents and as a student initiated project there is no ongoing staff to champion the project.

The creation of a freestanding task force, made up of Kenton community members and city officials is needed to push for the completion of both Phase I and Phase II. The Kenton Connection Advisory Committee and Confluence Consulting team members have already been effective champions and can continue serve a supportive role in this process.

♦ *PHASE I: DENVER* *2-5 Years*

Phase I has the potential to be implemented in the next 2-5 years. Intrinsically linked to the light rail construction process due to its alignment, the completion of this phase will likely occur on schedule.

- Tri-Met and the City of Portland must continue to discuss the possibility of including a continuous pedestrian and bicycle path along the east side of the light rail between the MAX station and the 40-Mile Loop. If a continuos trail is not possible concurrent with the light rail project then planning for a separate pedestrian bridge needs to be initiated.

- The Schmeer Road underpass must be vacated by the City of Portland and its transition to a multi-use trail completed by Tri-Met as part of the Interstate MAX Project.

- The 40-Mile Loop segment between Denver Avenue and Vancouver Avenue must be completed. The BES Big Pipe project has committed to funding this portion of the 40-Mile Loop. However, easements from property owners along the

route must be obtained and may require some community action to further the negotiations.

- Funding must be located for all Phase I improvements.

♦ *PHASE II: ARGYLE* *5-10 Years*

The completion of Phase II will likely occur on a longer schedule than Phase I because completion of the section of the route through private industrial properties at the termination of Peninsular Avenue is dependent on dedications or easements.

- Discussions with the industries located along Columbia Boulevard must continue regarding the Phase II alignment and land acquisition.

- The rowing park and interpretive trail planned for the Simpson Cove peninsula just west of Denver Avenue must be completed.

- Funding for the required footbridge across the Columbia Slough must be located and allocated to the project.

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♦ *APPENDIX A: Kenton Demographic Data*

Census tracts 38.01 and 38.02
Source: 1990 U.S. Census, 1996 American Community Survey

	1990	1996	
Population	6785	5717	***-16%***
Families	1398	1259	***-10%***
Households	2326	2440	***+5%***
Number of people per Household	2.90	2.34	***-24%***
People in the Same House 5 years	36%	43%	
Population by Race			
White (including Hispanic)	80%	79%	
African-American	12%	10%	
Native American	3%	1%	
Asian	8%	7%	
Other	3%	3%	
Population by Age			
Under 5	8%	6%	
5-17	17%	18%	
18-34	27%	25%	
35-64	32%	36%	
Over 65	16%	15%	
Transportation to Work			
SOV	67%	66%	
HOV	14%	13%	
Public Transit	8%	14%	
Motorcycle	1%	0%	
Bicycle	1%	1%	
Walked	5%	5%	
Other Means	1%	1%	
Worked at Home	4%	0%	

Occupation			
Managerial & Professional	20%	20%	
Technical, Sales & Administrative Support	30%	34%	
Service Occupations	16%	17%	
Farming, Forestry, & Fishing	1%	0%	
Precision Production, Craft & Repair	13%	10%	
Operators, Fabricators, & Laborers	20%	20%	
Household Income			
Under $5,000	9%	1%	
$5,000-9,999	13%	13%	
$10,000-14,999	12%	12%	
$15,000-24,999	22%	21%	
$25,000-49,999	35%	35%	
$50,000-74,999	6%	12%	
$75,000-99,999	2%	5%	
$100,000+	1%	1%	
Median Household Income	22,500	26,057	***+16%***
Housing Information			
Units	2499	2641	***+6%***
Median House Value	39,950	86,000	***+115%***
Median Gross Rent	$410	$557	***+36%***
Occupancy Status			
Occupied	93%	92%	
Vacant	7%	8%	
Owner/Occupied	60%	60%	
Renter/Occupied	40%	40%	

♦ *APPENDIX B: Survey Form*

KENTON CONNECTION

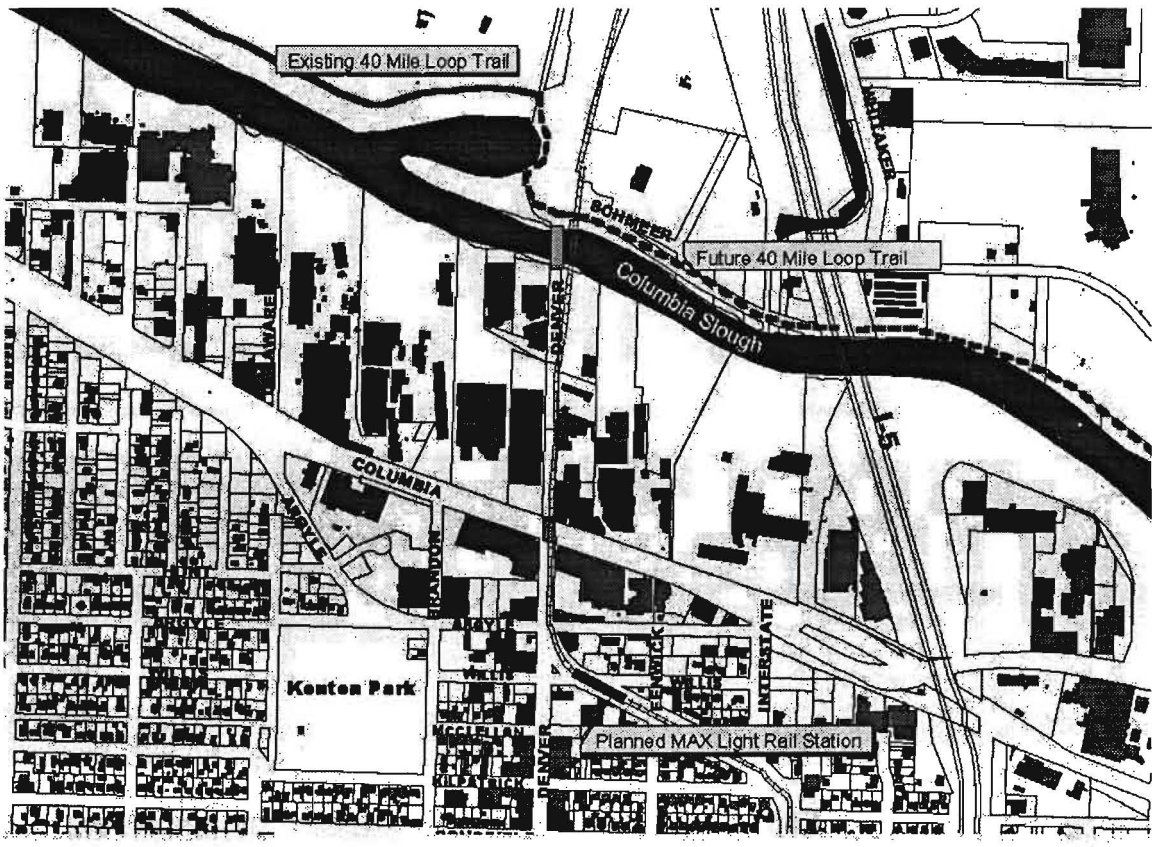
♦ *APPENDIX B: Survey Form*

KENTON CONNECTION

A group of PSU students are looking at the feasibility of a trail connecting Kenton with the 40-Mile Loop Trail. The connection could provide Kenton residents with unique recreational and educational opportunities, as well as spurring new retail, business and residential development. This survey will help identify if a connection is important to Kenton residents and businesses and where a trail might go. Please take five minutes to fill it out. Thank you.

WHERE SHOULD A TRAIL GO?

Instructions: Please draw where you believe a trail should go beginning at the MAX Light Rail Station.



Why did you choose this route?

CONNECTION AMENITIES

Instructions: Please circle the five most desirable trailside amenities.

Benches	Guardrail
Picnic Tables	Environmental Restoration
Vehicle Parking	Lighting
Bicycle Parking	Allow Bicycle/Rollerblades/Skateboards
Information Kiosks	Public Art
Trash Receptacles	Viewpoints

Other: _____

BACKGROUND INFORMATION (optional)

1. 1. What is your age? (years) 5-12 13-17 18-34 35-64 65+
2. Do you live in Kenton? For how long? Yes No _____ years
3. Do you work in Kenton? For how long? Yes No _____ years
4. How many times last year did you use a trail in the Portland area? 0 1-5 6-10 11-15 16+
5. Would you like to see a connection between Kenton and the 40-Mile Loop? Yes No
6. Based on your answer for question #5, why would or wouldn't you like to see a connection?

♦ *APPENDIX C: Survey Results*

Amenity	Community Forums	Kenton Fair	Business Canvass	Total
Environmental Restoration	28	23	8	59
Lighting	23	25	7	55
Allow bikes, roller blades....	20	23	7	50
Trash Receptacles	21	20	12	53
Benches	13	21	12	46
Public Art	19	12	1	32
Viewpoints	13	16	4	33
Information Kiosk	13	13	4	30
Picnic Tables	5	11	4	20
Bike Parking	12	4	2	18
Guardrails	1	6	2	9
Vehicle Parking	1	5	7	13
Total Dots	**169**	**179**	**70**	**418**
Number of people (estimated)	34	36	19	89

Table 1: Amenity Survey Results

Trail Location		Responses
Denver Avenue		5
Argyle		5
Blackberries		4
No Response		5
	Total	**19**

Table 2: Business Canvassing Results

♦ *APPENDIX D: PROJECT TEAM : Confluence Consulting*

Confluence (n.) – 1. A flowing together of two or more streams. 2. A gathering, flowing or meeting together at one juncture or point.

The members of Confluence Consulting are second year students in the Master's of Urban and Regional Planning program at Portland State University. They bring to the table a variety of specializations – from environment and land use to transportation and community development.

Mindy Correll

Mindy received her Bachelor of Science in Environmental Science from Washington State University. During the summer of 1998 she worked for the Stevens County Conservation District in Colville, Washington inventorying the recruitment process of large woody debris to small streams in the Colville National Forest.

For the past year Mindy has worked for the Oregon Department of Environmental Quality researching the impact of marine engine exhaust on the environment and voluntary policy to encourage the retirement of carbureted 2-stroke marine engines. Recently she has accepted a position at the Portland Bureau of Environmental Services working for the Community Watershed Stewardship Program in the Columbia Slough.

Katrina Hardt

Katrina's undergraduate degree from the University of New Mexico is in University Studies, with an emphasis in Physical Geography and Community and Regional Planning. Her background includes an Associate of Arts degree in Three-Dimensional Design and classes in landscape architecture and architectural history.

Katrina has worked in Policy and Planning for the Waste Management and Cleanup Division of the Oregon Department of Environmental Quality. She is currently working in Aviation Planning and Development for the Port of Portland.

Kimberly Parsons

Kimberly received her Bachelor of Science in Natural Resource Planning with minors in Geography and Economics from Humboldt

State University. Previous work experience includes the creation of the Mad River Beach and Estuary Public Access Plan for Humboldt County and the California Coastal Conservancy and involvement in the formation of The Humboldt County Planning Commission Procedures Manual as an intern for the Humboldt County Planning Department.

Currently, Kimberly is working for the City of Portland, Office of Planning and Development Review in the Land Use Review Section. She is involved in assisting with Title 33 and Title 34 land use reviews.

Art Pearce

Art received a Bachelors of Arts in Urban Studies from the College of Wooster in 1995. He focused his academic work on community development and completed thesis research evaluating the efficacy of community based home-financing programs.

Art is currently working for the Portland Office of Transportation in the Transportation Planning section. He is involved in the outreach and technical analysis for Interstate MAX Light Rail project. Since 1996 Art has been a board member of REACH Community Development and is chair of REACH's resource development committee and a member of the executive committee.

Carolyn Sharp

Carolyn received her Bachelor's of Science degree in Environmental Studies from Florida International University in 1996. Following that, she worked for the Governor's Commission for a Sustainable South Florida, a state organization devoted to promoting economic, environmental and social sustainability for a 16 county region.

Recent internships include positions with the Portland Bureau of Planning in the Community and Neighborhood Planning section helping prepare the National Historic Register nomination for a neighborhood in Northwest Portland and with the Oregon Department of Environmental Quality, Northwest Region Water Quality Division, compiling a manual on storm water best management practices for construction activities. Currently, Carolyn works at the Portland Bureau of Environmental Services with the Community Watershed Stewardship Program.

♦ APPENDIX E: Newspaper Articles

JAN./FEB. 2000 *Neighbors between the Rivers*

Kenton Looks at Past and Future

Residents, tenants, property owners, and city officials agree - the Kenton neighborhood has a history worth preserving. That decision was arrived at during an evening workshop sponsored by the City of Portland Bureau of Planning and held at the Kenton Firehouse on December 7, 1999. While a portion of the neighborhood is already a local Conservation District, the workshop explored the possibility of upgrading that designation to listing in the National Register of Historic Places. The National Register is the state and federal list of properties of historic importance. It is maintained by the U.S. Secretary of the Interior.

Speakers at the workshop described state and federal tax incentives available to owners of historic property or properties listed in the National Register. A member of the Portland Historic Landmarks Commission also spoke about historic design review cases conducted by the Commission. Finally, bureau staff outlined different historic designation approaches for the Kenton area.

All present determined that a Multiple Property Submission to the National Register coupled with a smaller Historic District nomination would be the best approach to state and federal listing. A Multiple Property Submission establishes a historic context statement for a defined geographic area; in this case, the original plats for the Kenton, Graybrook, and Murlark Additions where many industrial workers of Kenton's factory district lived. The Multiple Property Submission identifies the types of properties within that area that qualify for individual listing in the National Register. One of the property types may be a historic district.

The Multiple Property Submission will allow qualifying owners to list their properties in the National Register, while creating a historic district in the area. The district will focus on Kenton's historic commercial area, a strip along N. Denver Avenue between N. Watts and N. Willis Streets.

Bureau staff have began working on the historic designation upgrade. The Bureau of Planning aims to hold a second workshop in the neighborhood in mid-March. At that time, a draft of the National Register nominations will be presented to residents of Kenton. If you have questions or comments about the project, please contact Cielo Lutino, Associate Planner, at 823-6879.

Future Planning

Another event is planned for Saturday, January 22nd, at the Wells Fargo Bank parking lot in the 8300 block of N. Denver Avenue. **"What is Going On In Kenton?"** will feature displays and information on a number of projects going on in the Kenton area:

- The application for recognition as a National Historic District;
- Update of the Kenton Neighborhood Plan, including adjustments to zoning in the business district;
- North Interstate Urban Renewal scope and priorities;
- Designs for the Kenton Station of the North Interstate MAX system;
- Possible designs for a greenway to connect the Kenton Business District with the 40 Mile Loop Trail.

Local area residents, property owners and business people are encouraged to come out to see what is proposed and to share their ideas on what will make a better future for the Kenton Business District and the surrounding community. Representatives from the Portland Planning Bureau, Tri-Met, Metro, the Portland Development Commission, and the Portland Department of Transportation will be on hand to answer questions and listen.

The event will also feature food and refreshments and a tour by the North Interstate Urban Renewal District Steering Committee.

Further information is available by calling the Kenton Action Plan at 289-6693.

Kenton and the 40-Mile Loop

A group of five urban planning graduate students from Portland State University are working on a project to connect from downtown Kenton to the Columbia Slough and the 40-Mile Loop Trail. They are currently working with the Kenton Action Plan, 40-Mile Land Trust, City of Portland-Bureau of Parks and Recreation and Office of Transportation, and the Portland Development Commission, to identify the most appropriate route for the connection.

With the designation of the downtown as an Urban Renewal Area and the development of the MAX Light Rail Station at the corner of Interstate and Denver, Kenton has a unique opportunity for connecting to the 40-Mile Loop Trail. This connection has the potential of fostering economic and community development in Kenton as well as providing wonderful recreational opportunities for residents.

If you would like to find out more about the proposed connection please contact Mindy Correll or Carolyn Sharp at (503) 823-5625.

WHAT IS GOING ON IN KENTON?

Urban Renewal *Light Rail Station*

Neighborhood Plan

Historic District *Greenway Access*

And what does it mean to you?

Come see and speak your mind!

Saturday, January 22nd

10 AM - 3 PM

Wells Fargo Bank parking lot

8300 block of N. Denver Avenue

Portland

News/Downtown office 503-221-8199
Fax 503-294-5023
News/Neighborhood Bureau... 503-294-5902
Fax 503-493-1212
E-mail..... portland@news.oregonian.com
Newspaper delivery 503-221-8240
Classified ads 503-221-8000

Interstate MAX altered; two issues remain

Changes involve bike routes and stations, but the City Council wants more work on parking and routing

By BILL STEWART
THE OREGONIAN

Some fine-tuning on Portland's newest light-rail route zipped past the City Council on Wednesday, but officials ordered more work on at least two blemishes in the plan.

Interstate MAX is at the top of President Clinton's transit budget, so the line up Interstate Avenue from the Rose Garden to the Portland Expo Center is moving ahead. A final deadline for getting the preliminary plans into the hands of federal transit officials is a few days away.

The minor changes include shifting a pair of Interstate MAX stations, rerouting the north-south bike route and creating several east-west bike lanes feeding into the planned train.

But Wednesday's public testimony also prompted council members to order fresh work on two larger problem areas:

◆ Work on replacement parking along Interstate Avenue or Failing Street to accommodate events at St. Stanislaus Polish Catholic Church and the Polish Library. The two historic buildings, a focal point of the area's Polish community, have no parking along the train line under the plan. Members also asked for a safe crossing so children could get to Overlook Park.

◆ Improvement of the design to better get pedestrians and cyclists from the Kenton neighborhood to Delta Park. The train has to cross above Columbia Boulevard and the Columbia Slough, but critics said the current plan requires pedestrians and bike riders to cross the tracks twice in a short distance, and then there is no adequate connection to Delta Park segments of the region's 40 Mile Loop Trail.

When Mayor Vera Katz questioned what could be done for the Polish community, she was told that a line of ornamental fruit trees stretches north from the church and might be replaced with parking.

"That's a great choice, trees or cars," the mayor exploded. "Why don't we look for another solution?"

In the plan revision, two light-rail stations were shifted. The Going Street station will go south a block to give trucks bound from Swan Island more room to turn, and the northbound Overlook station will shift south a long block to be near the main entrance to the Kaiser Permanente medical offices instead of at the wrong end of a parking lot.

Officials from Kaiser Permanente indicated they would have preferred to have both Overlook Boulevard stations moved so patients using the southbound trains would have a shorter walk to the station.

The primary bicycle changes involve shifting the north-south bike route from Interstate Avenue to Denver Avenue, five blocks westward via Willamette Boulevard. South of Willamette Boulevard, the route remains on Interstate Avenue south to the Rose Quarter and the Steel Bridge.

Parking spaces created

One benefit resulting from the bike-route change is the creation of 40 extra on-street parking spaces near the Killingsworth and Portland Boulevard MAX stations. Those spaces are expected to benefit existing businesses and future development as changes occur around the train stations.

After public testimony, council members directed Steve Iwata, their regional rail and transit manager, to take steps to keep those parking spaces from becoming a park-and-ride strip for rail commuters. He said he will start with signs about short-term parking because spaces will be lost if meters, with their wider spacing, are installed.

Businesses near the two station areas now will share a total of 65 parking spaces.

Tied to the bike-route shift to Denver Avenue are new bike lanes on east-west streets to help cyclists reach bicycle parking areas along light rail. Those will include sections of Portland Boulevard and Killingsworth, Dekum and Buffalo streets.

In addition to bikes, Tri-Met has promised improved bus lines to and from train stations.

Wednesday's plan changes resulted from a series of public meetings, committees and task forces.

"Fifty years ago, the process was nothing like this," said Commissioner Charlie Hales. "A bunch of men agreed to dig a trench through North Portland and put a freeway in it."

A number of officials "bemoan the length of time spent in today's public involvement," he said. "The result is a real tribute to our citizens."

The Kenton Connection

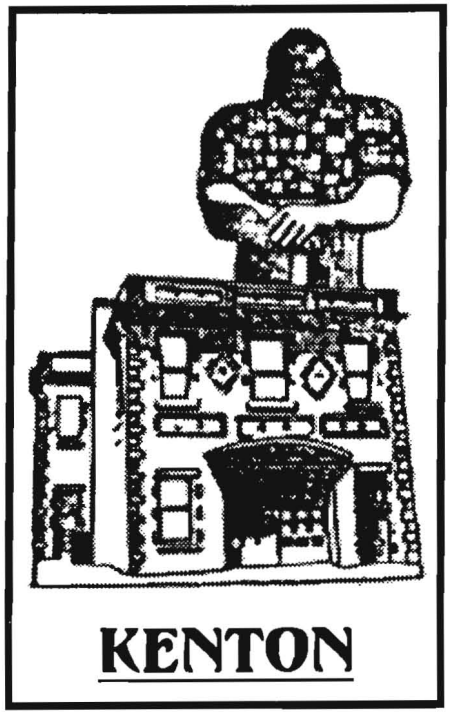
A group of five Portland State University students have been researching the possibility of connecting Kenton to the 40-Mile Loop and the Columbia Slough for the past couple of months. Through a series of community fairs and surveys, the students were able to gather the community's ideas about the connection. Using this input and criteria for analyzing trails and trail connections, the students have identified a two-phase route to connect downtown Kenton with the 40-Mile Loop.

Phase one is a direct connection to the Loop, beginning at the proposed Light Rail Station at the intersection of Interstate and Denver Avenues. The route would travel north on Denver Avenue, along the light rail line, and connect to the Loop on the north side of the Columbia Slough. Users would have access not only to the 40-Mile Loop, but a planned rowing park and interpretive trail on the small peninsula just west of Denver Avenue.

Phase two is a connection from the 40-Mile Loop returning to downtown Kenton. This route would begin at the interpretive trail, cross the Columbia Slough via a footbridge, and pass through the industrial area near Delaware and Peninsular Avenues. The trial would take advantage of pedestrian improvements planned for Columbia Boulevard and Argyle, pass by Kenton Park, and to come back to the light rail station. This phase will take considerable amounts of planning and community input before it could be implemented.

This two-phased option would create a small loop that could be traveled by bike or foot in a short amount of time, while highlighting the Columbia Slough natural area, and the commercial and industrial history of the neighborhood as a company town for the Swift Meatpacking Company.

For more information please call Mindy Correll at 823-5625.



KENTON

Interstate MAX moves forward

In two related actions the federal government in February has taken a giant step toward commitment of federal funds for the Interstate MAX project.

With a $40 million line item in the Clinton Administrations budget, Interstate MAX tops the list of 12 new rail transit projects proposed to begin receiving federal funds. Following this announcement, the Federal Transit Administration granted Tn- Met permission to enter final design for the project. With this action, local funds spent on light rail design will be reimbursed by federal funds after a funding agreement is signed in summer 2000.

Bike lane changes approved Meanwhile, a bicycle task force has proposed altering the plan for bike lanes on Interstate when MAX is built. On February 23, 2000, Portland City Council approved the task force recommendation to designate N. Denver Ave. as the regional bike route in North Portland. Bike lanes would be striped on Interstate from the Steel Bridge north to N. Willamette (south of Killingsworth) and from N. Dekum (north of Portland) north toward Expo Center.

Removing the 13-block section on Interstate between Willamette and Dekum allows the addition of 30 additional on-street parking spaces near the Killingsworth and Portland Blvd. MAX stations, where it will benefit existing and future residences and businesses.

City Council also approved adding bike lanes on a portion of N. Portland Blvd. between N. Montana and N. Denver.

Responding to testimony from Kenton area residents, Tn-Met is examining ways to create improved bicycle and pedestrian connections from the Kenton area to Expo Center, Portland International Raceway, and the future 40-mile loop trail along the Columbia Slough.